

Appendix N3

Public Meeting #3 Summary Report

Part 1 of 4

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ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

Final Meeting Report

US 281 Environmental Impact Statement Public Meeting #3

Prepared for the Federal Highway Administration

San Antonio, Texas
April 29, 2010

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1.0 INTRODUCTION

The Alamo Regional Mobility Authority (Alamo RMA) conducted Public Meeting #3 in compliance with the National Environmental Policy Act of 1969 (NEPA) and the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002 requirements for the US 281 Environmental Impact Statement (EIS) being prepared for the location on US 281 from Loop 1604 to Borgfeld Drive in Bexar County. The Public Meeting was held on April 29, 2010 from 5:30 p.m. to 8:30 p.m. at Summit Christian Center located at 2575 Marshall Road, San Antonio, Texas 78259.

The EIS is being developed for an approximately eight mile segment located entirely within Bexar County, as shown in **Figure 1**.

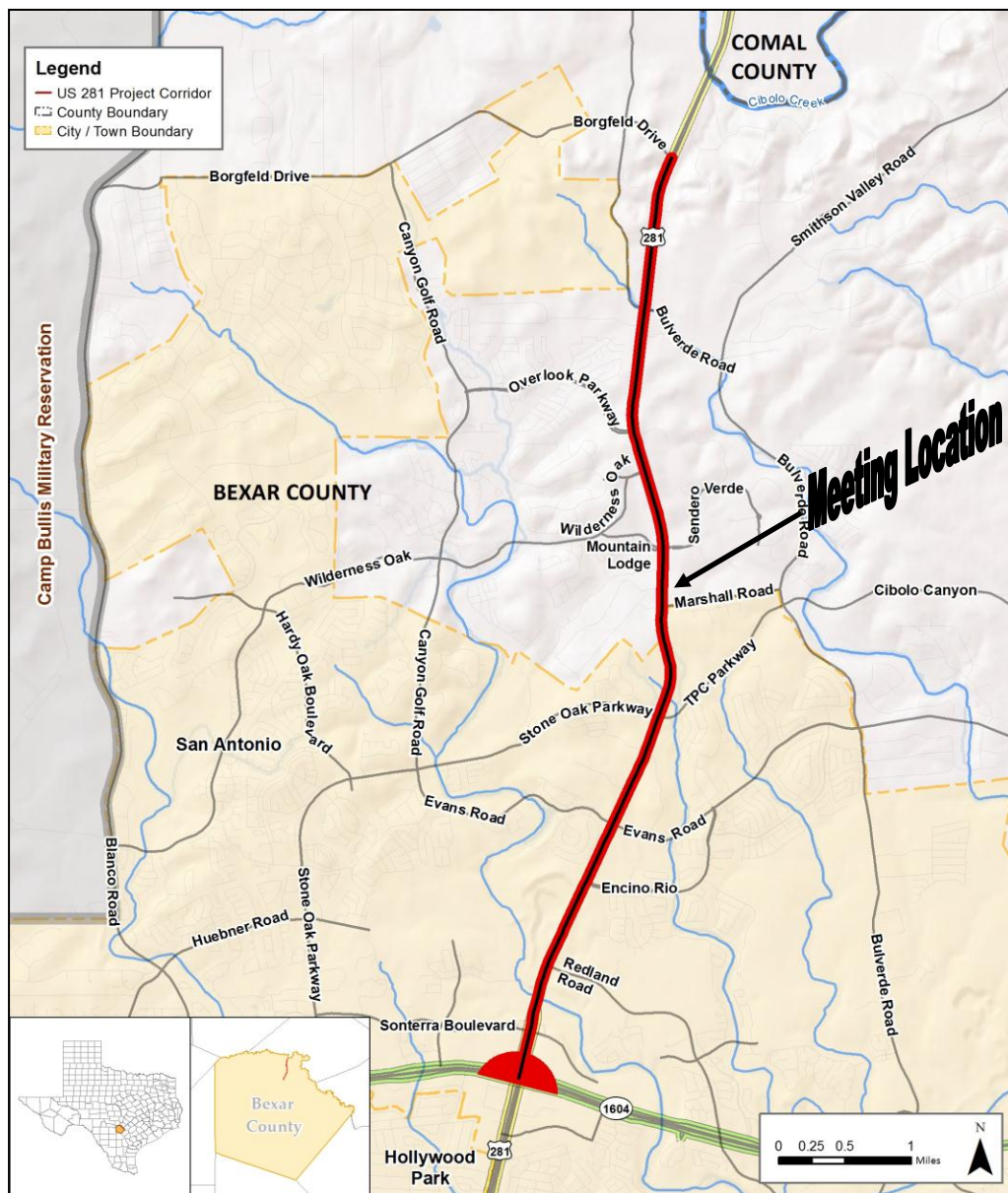


Figure 1 - Project Location Map

1.1. Meeting Purpose and Overview

The purpose of this meeting was:

- to further develop the need and purpose, the range of alternatives and the alternatives evaluation and screening method for improvements to US 281;
- to present the reasonable alternatives to be considered in the Draft EIS;
- to inform attendees of the next steps in the EIS process; and
- to develop a record of public views and participation in this project, as required by the NEPA.

Upon arrival at the sign-in tables, attendees were given an overview packet outlining the major themes that would be presented and discussed during Public Meeting #3. Media representatives were invited at 4:00 p.m. for a preview of the presentation and exhibits. The meeting was conducted in an open house format from 5:30 p.m. to 6:30 p.m., followed by a formal presentation from 6:30 p.m. to 7:00 p.m. and concluded with small group work session from 7:00 p.m. to 8:30 p.m. Throughout the meeting, the US 281 EIS Team and Alamo RMA representatives were available to answer questions and provide information.

1.2. Outreach Methods

To ensure a wider audience was informed of the meeting, and in compliance with Federal Highway Administration (FHWA) and Texas Department of Transportation (TxDOT) regulations, legal notices in English and Spanish were placed in daily newspapers within Bexar County. All notices and articles are included in **Appendix A**.

Here is a list of meeting announcements and media coverage:

- March 28, 2010 - Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 6E
- March 28, 2010 – Legal Notice in *La Prensa*, Clasificados section, page 5B
- April 18, 2010 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 8E
- April 18, 2010 – Legal Notice in *La Prensa*, Clasificados section, page 4B
- April 21-27, 2010 – Advertisement in *San Antonio Current*, page 40
- April 22, 2010 – Advertisement in *North Central News*, page 5
- April 22, 2010 – Advertisement in *Bulverde News*, page 9
- April 25, 2010 – Advertisement in *Herald Zeitung*, page 11A
- April 25, 2010 – Advertisement in *San Antonio Express-News*, page 5A
- April 2010 – Meeting Announcement on *KENS5.com*, Events
- April 2010 – Meeting Announcement on *WOAI.com*, Community Calendar
- April 2010 – Meeting Announcement on *AmericanTowns.com*, San Antonio Events
- April 2010 – Meeting Announcement on *sacommunities.com*, Banner Ad
- April 2010 – Meeting Announcement on *Magic1053.com*, Event Guide
- April 2010 – Meeting Announcement on *Y100FM.com*, Events
- April 2010 – Meeting Announcement on *kissrocks.com*, Event Guide
- April 2010 – Meeting Announcement on *KONO1011.com*, Event Guide
- April 29, 2010 – WOAI EyeWitness News at 5:00 p.m.
- April 29, 2010 – WOAI - San Antonio Living
- April 29, 2010 – WOAI – News 4 San Antonio at 10:00 p.m.
- April 1 – April 29 – Meeting Announcements were emailed to the US 281 EIS mailing list
- April 2010 – Meeting Announcement in Summit Christian Center bulletin

Four dynamic message signs were placed along the US 281 project corridor between April 25, 2010 and April 30, 2010. Two street banners were also displayed near the US 281/Evans Road intersection and the US 281/Overlook Parkway intersection during April 2010. In addition, the marquee at Summit Christian Center displayed a meeting announcement.



The project newsletter was published in English and in Spanish and 39,093 copies were distributed in hardcopy to adjacent property owners, transportation partners, media outlets, Community Advisory Committee members, Peer Technical Review Committee members and other interested parties on April 1, 2010. The following zip codes within and surrounding the US 281 corridor were included in this mailing effort: 78258, 78259, 78260, and 78261.



Letters were mailed to local, state and federal elected officials on March 29, 2010 (see **Appendix A**).

The Alamo RMA managed the pre-, during and post-event media relations for this Public Meeting. A request for coverage was sent multiple times to local media including weekly newspapers, social publications, the San Antonio News Bureau, television and AM/FM radio stations. A copy of the request for coverage, media packet, and media list is included in **Appendix A**.

1.3. Attendance

There were a total of 224 people signed in for Public Meeting #3 including 161 individuals/residents from the surrounding community, 4 representatives from the media, 9 representatives from local, county and federal agencies, and 4 elected officials. In addition, there were representatives present from the Alamo RMA and the US 281 EIS Team, which consisted of consultants from Jacobs, Hicks & Company, Ecological Communication Corporation, Zara Environmental, SMITH/Associates, and Ximenes & Associates, Inc. The sign-in sheets are included in **Appendix B**.

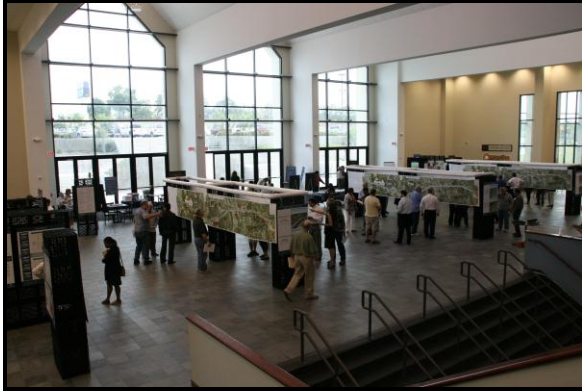
2.0 MEETING FORMAT

The Public Meeting was conducted in three parts:

1. open house
2. formal presentation
3. small group work session

Copies of all exhibits from the open house, slide presentations, and meeting hand-outs are included in **Appendix C** and photos from the meeting are included in **Appendix D**.

Open House: The open house was organized into seven areas. Each area had US 281 EIS Team members present to answer questions relating to the focus of the station.



When attendees walked into the open house chairs were set up for the formal presentation and tables were set up for the small group work session. These areas provided space where people could sit down and write out comments. A court reporter was present during the entire meeting.

Below is a description of each of the seven stations at the Open House:

Welcome and Sign-In Tables – This area provided project handouts, information on the meeting format and information on how the exhibits were organized in the open house as well as opportunities to provide input. As people walked in they were asked to sign-in and given a packet of handouts. These handouts included a meeting agenda, a description of the small group work session, a map of the meeting layout, a comment card, a meeting evaluation and information that focused on the results of Level 2 and Level 3 alternatives evaluation methods and the reasonable alternatives recommended for detailed evaluation in the Draft EIS.

Background Information – This station described the NEPA, the EIS process, milestones and agencies involved in the US 281 EIS. It also differentiated this project from other past or on-going projects along the US 281 project corridor. Additionally, it provided an overview of the need and purpose for improvements to US 281 including historic, current, and projected trends regarding growth in the corridor, safety, functionality, and quality of life. The *Citizens Guide to NEPA* and a US 281 EIS newsletter were available at this station.

Build Alternatives – This area displayed large conceptual layouts and artist renderings of each build alternative recommended to be carried forward for detailed analysis in the Draft EIS:

- **Alternative 1 Overpass/Expansion** – Non-Toll Only
- **Alternative 2 Expressway** – Non-Toll, Toll and Managed Lane Options
- **Alternative 3 Elevated Expressway** - Non-Toll, Toll and Managed Lane Options



How do the Alternatives Compare to Each Other? – This area provided detailed information on the alternatives development and screening process and the results of this process. It also described the rationale behind the recommendation to carry forward some alternatives into the Draft EIS and to eliminate others from further consideration. Additionally, it defined the managed and toll funding options.

A few evaluation criteria were highlighted in this area including:

- Is the alternative compatible with the San Antonio-Bexar County Metropolitan Planning Organization Plan?
- Is the alternative compatible with Camp Bullis operations?
- Would it be easy to provide for high capacity transit in the future?
- What could happen to the US 281 Super Street?
- How much additional right-of-way could be required?
- How much additional impervious cover could there be if this alternative was built?
- How many driveways and side streets could lose access?
- How many homes and businesses could be displaced?
- How much additional right-of-way could be within the Edwards Aquifer Recharge Zone?
- How much additional right-of-way could be within sensitive karst zones?
- How many additional wooded acres could be in the right-of-way?
- How many vehicles per day could be on US 281 in 2035?
- What could be the average vehicle speed on US 281 in 2035?
- How many crashes in the region could be reduced in 2035?



What's Next – This area detailed the upcoming steps for the US 281 EIS and the preliminary timeline for completion. A computer was available in this area to check out the project website, Facebook page and Twitter page.

Alamo RMA Projects – This area provided information about other Alamo RMA projects including the US 281 Super Street, Loop 1604 EIS, and the US 281/Loop 1604 Interchange. Alamo RMA staff were available to answer questions about these projects.

Other Agencies/ Community Organizations – Tables were available in this area for agencies and community organizations to share informational materials.

All informational displays are included in **Appendix C**.

Formal Presentation: The US 281 EIS Team gave a slide presentation that included background information on the EIS process, need and purpose for improvements to US 281, project objectives and the alternative evaluation and screening process. The presentation detailed Level 2 (Modal Analysis) and Level 3 (Multi-Modal Analysis) of the alternatives evaluation process and the rationale behind why some alternatives were recommended to be carried forward for detailed analysis in the Draft EIS and others were recommended for elimination. The formal presentation concluded



with an introduction to the small group work session. The presentation slides are included in **Appendix C** and a transcription of the presentation is included in **Appendix G**.

Small Group Work Session Overview: The participants at Public Meeting #3 were randomly divided during registration into small groups of 8 to 10 people and seated near each build alternative. Each group was lead by a facilitator from the US 281 EIS Team. The small group work session participants were asked to discuss a set of four questions:

1. What do you like about this alternative?
2. What concerns you about this alternative?
3. How well do you think this alternative meets the need and purpose for improvements to US 281?
4. How do you think this alternative would, or would not serve as a long-term solution for US 281?

The answers to these questions were captured on flip charts and a transcription of this input is included in **Appendix H**.



The groups operated in a round robin fashion. Each group spent about 20 minutes reviewing the build alternative and after 20 minutes, they were asked to rotate to another build alternative and repeat the same exercise. Once everyone had the opportunity to discuss each of the three build alternatives, the groups reconvened as one large group and the facilitator of each group presented a brief report to the whole group on the highlights on their group's discussion. The reporting out to the larger group allowed everyone to hear the various perspectives. A transcription of these reports is included in **Appendix G**.

3.0 PUBLIC COMMENTS

Comments received by May 10, 2010, as established in the legal notice for Public Meeting #3, are included in this Meeting Report.

Numerous avenues existed to submit comments before the meeting, at the meeting and after the meeting. These included (1) filling out a comment card and dropping it into the comment box; (2) giving comments verbally to a court reporter; (3) submitting comments by fax, website and/or email; and (4) mailing written comments to the Alamo RMA. All comments are recorded in **Section 4** of this report and a master comment listing, in alphabetical order by commenter name, is included in **Appendix E**. Scanned images of all comments are included, in original form, in **Appendix F** and **Appendix G**.



3.1. Comments Received by the Alamo RMA from Elected/ Local Officials

There were no verbal or written comments received from elected/local officials.

3.2. Comments Received by the Alamo RMA from the Public

Eighty six (86) comments were received during the public comment period.

Written Comments: Seventy two (72) written comments were received during the public comment period from March 28 through May 10, 2010. The comments were comprised of 25 comment cards, 30 emails, 5 comments noted on meeting evaluation forms, 11 website submissions, and 1 mailed comment card. **Section 4** provides a record of the written comments received and **Appendix F** includes a copy all written comments in original form.

Verbal Comments: Attendees were able to utilize a court reporter to document verbal comments as part of the meeting record. The court reporter was present from the start of Public Meeting #3 until the conclusion. There were 14 verbal comments recorded by the court reporter during Public Meeting #3. The table in **Section 4** of this report provides a record of the verbal comments received. **Appendix G** includes a certified copy of the court report transcript.

3.3. Meeting Evaluations Received by the Alamo RMA

Attendees were given the opportunity to fill out a meeting evaluation. Fourteen (14) meeting evaluations were received and the results have been compiled in the table below. The bottom section of the form provided space for other additional comments; 5 of the 14 evaluation forms included a comment. The comments on the meeting evaluation forms were counted as written comments and appear as part the record of comments received by the Alamo RMA (see **Table 2**). The meeting evaluation forms are included in **Appendix F**.

Table 1. Meeting Evaluation Form Results

1. How did you hear about the meeting?		
#	Source	
0	411on281.com	
11	Sign placed in US 281 project corridor	
0	Newspaper	
1	TV	Channel 4 News
1		KSAT 12
0	Church Bulletin	
2	Friend/family/word of mouth	
0	Socializer	
0	HOA/NA bulletin	
0	Facebook	
0	Radio	
0	Email	
1	Other (TURF)	

Meeting Evaluation Questions:*	Did Not Like		Somewhat Liked		Liked Very Much
	1	2	3	4	5
2. How would you rate the location for tonight's meeting?		1		1	12
3. How would you rate the information presented and on display?			1	4	9
4. How would you rate the small group work format used for tonight's meeting?			2	1	5

*Note: Not all questions were answered on all 14 forms.

3.4. Summary of Major Comments/ Issues Addressed

The majority of the comments were centered on issues relating to how the improvements would be funded and opposition to tolls. There were also questions and comments concerning the EIS process and the level of detail considered at each phase in the process; as well as the rationale behind why some alternatives were recommended to be carried forward in the EIS process and why others were recommended for elimination. The issues, topics and questions raised in these comments were grouped into general comment and response categories which are included in **Section 5.0**.

3.5. Recommendation

These comments will be used during the EIS process, especially in the alternative development and screening process; for the revision of the Draft Coordination Plan; and in planning the Public Hearing. There will be more public meetings throughout the process to ensure public involvement.

Here are some specific examples of how public comments have been used to make decisions since this Public Meeting:

1. Carried forward the following alternatives for further consideration in the Draft EIS: No-Build, Expressway (non-toll, toll and managed) and Elevated Expressway (non-toll, toll and managed). Each of the Reasonable Alternative packages will be developed to include the complementary elements such as bus, Park-n-Ride facilities, growth management, transportation system management, transportation demand management and bike and pedestrian facilities.
2. Eliminated the following alternatives from further consideration in the EIS process: Light Rail, Street Car, Overpass/Expansion + Expand Blanco Road and Bulverde Road and Overpass/Expansion.
3. The overall intent of the Overpass/Expansion Alternative, as presented at Public Meeting #3, was to develop a "smaller footprint, lower cost" approach to addressing the project's need and purpose. Based on public and agency comments, in the months following the April 2010 public meeting the US 281 EIS Team worked to identify safe access solutions and improve mobility performance. During the effort it was determined that the safest and most economical access could be provided by the use of a frontage road in most locations. To incorporate frontage roads throughout the project corridor would provide an alternative that was very similar to the Expressway Alternative – Non-toll. After extensive traffic and engineering analysis, the "smaller footprint, lower cost" approach was not able to adequately address the access and

mobility needs of the project. This alternative was therefore eliminated from further consideration in the Draft EIS.

4. Continued to develop alternatives with non-tolled, tolled and managed lane options.
5. Considered access solutions such as frontage roads, backage roads and the purchase of access rights.
6. Through coordination with VIA Metropolitan Transit, all the alternatives considered in the Draft EIS would provide an envelope which could accommodate future high capacity transit and a Park-n-Ride facility near Stone Oak Parkway.
7. Considered how build alternatives could be phased as funding became available.
8. Received the following advice, which has been implemented throughout the public involvement program for US 281:
 - Provided more detailed information about mobility measures, environmental impacts and conceptual designs for improvements along US 281
 - Continued sending out a monthly e-newsletters and using public comments to develop articles of interest for the community surrounding US 281
 - Posted public comments to Facebook and Twitter so interested parties could read what other people are saying about US 281
 - Reduced file size on website to help interested parties access information via the Internet

4.0 RECORD OF COMMENTS RECEIVED BY THE ALAMO RMA

Table 2 includes a record of each comment received during the public comment period from March 28, 2010 through May 10, 2010 organized by the method the comment was received, such as comment card, email, fax, website, USPS mail or court reporter transcript.

The best way to find a comment is to go to **Appendix E**. It includes a list of all comments received, in alphabetical order by commenter name, as well as the corresponding **Reference #** and **Response**. Once the name and associated **Reference #** is found look for the **Reference #** in the first column of **Table 2** and/or look for the associated **Response #** in **Section 5**. The **Reference #** can also be used to find scanned images of each written comment in **Appendix F** and the court reporter transcript of verbal comments in **Appendix G**.

Each comment is presented verbatim as it was received. All comments were considered and will continue to be considered throughout the EIS process to ensure a complete and factual assessment of the project's need and purpose, identification and development of all reasonable alternatives, analysis of potential direct, indirect and cumulative impacts, assessment of mitigation measures and commitments, and to ensure that diligent efforts are being made to involve the public in the identification of social, economic and environmental impacts. Comments were given responses using the following approach:

- (1) If a comment simply shared a particular view point, without asking a question, it was given a response of "Comment Noted" in the last column of **Table 2**, labeled **Response**.
- (2) If a comment was submitted multiple times or several comments were related in topic, the comments were grouped logically and a general response and associated **Response #** was given to each comment.
- (3) If a comment was only brought up by one person or was particularly complex in nature it was given a specific response. This is indicated by "Specific Response see **Section 5.2**" located in the **Response** column of **Table 2**.

Please use the last column of **Table 2**, labeled **Response**, to find the response associated with each comment in **Section 5**.

Table 2. Comment and Response Record

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
1	My opinion is there should be a high speed train system not only in this area but for all of San Antonio. It seems a giant waste of highway funds to keep building roads when a train system is what is needed. Why not bring SA into the 21st century? In my area, there are 3 different roads all going the same way. Why? And I have seen this in many other areas also in SA to the same for the 1604/Sea World/151 area. Why is everyone wasting money on more roads when we need a train system?	Comment Card	7
2	Please do everything possible to preserve the integrity of the aquifer. If the source of water for the community is negatively affected, then we all suffer economically.	Comment Card	8
3	We are happy something is getting started finally. I feel the best solution is to build overpasses on the busiest intersections and take out all the traffic lights.	Comment Card	10, 11
4	Favor Alternative #2, expressway. This alternative allows a smooth access and a safe merger to 281 south and north and permits a reduction in traffic congestion. The alternative (#2) also appears to provide overpasses that would allow a more constant flow of traffic which would certainly improve the existing conditions. While we favor Alternative #2, please continue with the super street project. Any improvements will beat what we have today.	Comment Card	10, 17
5	All 3 plans have +'s & -'s. I appreciate the "band-aid" fix with the Michigan Left Turn Plan. It's not a waste of time or money trying to ease congestion. (I'm only worried that by the time 2012 comes around, those Mich. L.T. Plans will already be over-burdened.) and the cheapest. I think #1 is a quick fix (or the quickest to fix) and the cheapest. I can foresee further expansion to #2 or #3 will be needed by the time 2012 rolls around and its going to be another 3 years of EIS and aquifer issues to then decide we need the larger plans. I am concerned about #1...the exits to Evans [& possibly Stone Oak(but mostly Evans)] will back up on 281 [just like the 281/1604 interchange] because you need a longer exit avenue for the Stone Oak (north) folks. I would recommend an exit just past Encino Rio to extend that avenue. Those Encino Rio folks who need to get on 281 northbound will have to merge on the feeder road with that exiting traffic - not join 281 until past Evans. (I use Encino Rio all the time now, so I can this -- it's ok). I'm leaning towards #2 plan and to start at Evans Road first, but #1 plan is okay too if it gets the ball rolling faster.	Comment Card	10, 11, 17
6	I would like to see the construction complete Opt 1, 2, or 3 as soon as possible. I prefer Opt 1 or 2 due to exit after Marshall Road. I would also like to see the construction has the minimal amount of impact on the present traffic situation.	Comment Card	10

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
7	Alternative 1: (1) Nothing, (2) Limited Access Points, (3) Not at all;(4) Would not serve the long term needs. Alternative 2: (1) High flow w/multiple access points, (2) Nothing, (3)Well suited to needs;(4) Best long-term solution. I rate alternative 2 as the best, Alternative #1 as the worst and Alterative #3 as in the middle. Alternative 3: (1) Better access than Alternative #1, (2) Not as good access and flow as #2, (3) Good, not bad but not great, (4) Poor long term solution.	Comment Card	10
8	Alternative #2 - Expressway allows traffic to continuously flow, and prevents the b/u that is experienced daily. Providing the access road will allow ease of traffic to enter the expressway and accessibility to businesses to be maintained.	Comment Card	10
9	Option 1 (overpass) or II (expressway) as long as there is no toll!	Comment Card	2,10
10	One year till next meeting -- too long to make decision as to the expansion of this highway. It may be extinct before it progresses. Keep it toll free	Comment Card	2, 9, 25
11	There must be five times the number of vehicles on US 281 compared to all the side streets, why do the side streets get equal time on green traffic lights? Most of the cars commute north toward Bulverde, if you will turn the lights green for 5 full minutes (continuous), much of the traffic will flow on through. This cycle should be repeated every twenty minutes. When the vehicles on 281 drive through the intersection at 10 mph (because the cycle is so short) it severely limits the flow. Leave the lights green longer to increase the flow.	Comment Card	12
12	Alternative 2	Comment Card	10
13	Why did we have to introduce ourselves in small group? Waste of time. Facilitator started late but she handled the crowd well. Scribe was slow-missed answers. Group #1 Good re-discussion/description of alt. Scribe was engineer - too slow (wrote pretty). Facilitator lost control of group but got it back - good effort. Wild, wild west but effective. Group #2 Slow scribe. #2 does best job of meeting purpose/need. 20 minute timed segments worked well to none people/between alts.	Comment Card	25
14	Alt #2 - 1. Advantage Flow is good, Eliminates traffic lights. Disadvantage 2. No continuous frontage, future growth limited, limits access to businesses. Alt. #3 - 1. Advantage Express lane to limit time, flow through. Disadvantage 2. Limited access to expressway.	Comment Card	10
15	After reviewing all the options and attending the public hearing, I like the non-toll expressway option the best.	Comment Card	10

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
16	I like #2 non(toll) the best!	Comment Card	10
17	The alternatives presented are very reasonable if your only goal is to manage increased vehicular traffic based on existing commuter patterns - the destinations north of 1604 served by 281 are bedroom communities with work destinations inside 1604. I see great value in holistic sustainable community planning (current paradigm embraced by DOT/EPA/HUD) for this corridor. What if work/live/play locations were integrated and build within the rider shed implied by 281? What if people didn't need to leave their homes to travel 281 as a commuter corridor.	Comment Card	13
18	No to toll roads. I believe that build overpasses off lanes without toll roads. HOV lanes can be a help. Please use all tax dollars for real improvements.	Comment Card	2, 11, 16
19	I believe Alt #2 non-toll is the best option that addresses all of the areas of Growth, Safety, Functionality, and Quality of Life. It makes no sense to toll 281 N as opposed to greater traveled roads in San Antonio i.e. I35 or I10 which include much more transits traffic as opposed to local and tourist traffic on 281.	Comment Card	2, 10, 15
20	Alternative 2 "Expressway" seems to be the best. Alternative 1 "Overpass/Expansion" would be second best if Alternative 2 is too expensive and would take too much time. Main thing - no toll! Alternative 3 - Elevated may not be as safe in inclement weather. Hurry up and finish!	Comment Card	2, 10
21	Personally, I do not agree with any of the alternatives. They seem to only serve as a "bandage" as opposed to directly fixing the traffic and growth problems. This whole city needs an adjustment from the interior. People are coming to this area for a reason. Construction on this "superstreet will create more traffic, and, in turn, will possibly not be long-standing.	Comment Card	13
22	Elevated expressway - Do not like this alternative. Because it would increase noise level dramatically for residents living near the expressway.	Comment Card	10
23	All 3 alternatives seem reasonable, provided they are not toll roads. Expansion of Blanco and Bulverde should be part of all of the alternatives. Lack of alternative routes when there are accidents on the main road is a problem. This is the first time in five years I have seen proposals that have made sense. No Toll Roads.	Comment Card	2, 10, 32
24	1. Separate expansion of Blanco and Bulverde as distinct options. 2. Widen Bulverde - this will help reduce pressure on 281.	Comment Card	10, 32

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
25	My concerns are taxation or user fees and the aquifer. I live in Encino Park and have lots of family, off of Borgfeld and 1863 placing a toll would be a heavy burden for me and my family. We can't continue to build and pave over the recharge zone. We already have water restrictions in place of the more we pave the less room for water to trickle into the aquifer. I think we should take the money for the "super street" and put towards Option #1 or #3 and keep this corridor "free". Property values are suffering because of inaction and fear of a toll road. Not what I was told in 2001.	Comment Card	2, 8, 10, 17, 24
26	Overpass/Expansion plan: I think this is best plan because we can afford it - No Tolls. Toll roads are racist, elitist mistreatment of working people.	Comment Card	2,10
27	I strongly disagree with the use of HOT lanes. The HOT lanes and HOV lanes are one of the biggest waste of tax payer's money ever invented. I have driven in areas of the USA where HOT lanes are in use. In Houston along I-10 there is heavy traffic on the highway while the HOT lane is empty. In the Los Angeles, CA area when driving west towards Corona the same pattern occurs; empty HOT lane with the regular highway stopped in bumper to bumper traffic. Driving along I-405 in Los Angeles, CA I observe an empty HOV lane with bumper to bumper traffic in the regular lanes. No one changes their driving patterns because there is an HOV or HOT lane. Neighbors do not live and work adjacent to each other. If they can carpool great. But the fact that a HOV lane is available is not an incentive to car pool. Taxpayers dollars would be better spent by adding the proper amount of lanes needed to carry the traffic. A quick short term fix that is not being used is adding to the problem and creating excessive air pollution. The northbound portion of 281 between Evans Road and TCP (Stone Oak) is currently 2 lanes. This portion of road is bumper to bumper traffic, gridlock, between 3 pm and 6 pm every day. There is adequate room, utilizing the existing shoulders, to repaint the lines for 3 northbound lanes. By making this section of road 2 lanes you are creating gridlock every day. This could be easily fixed by repainting the lines. Take the HOT lane concept off the table. In is not a cost effective solution.	Email	9, 10, 16, 33

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
28	I wish you would STOP the push for toll roads!!!! I know the "Super Street" is just a stall until 2012, when the new legislature reconvenes. At least now you can tell everyone that "you are doing something". The problem is that this just helps make the toll road answer cheaper. If you would spend that money on bridges and overpasses, you could have the first five miles done by 2012. But that just makes too much sense for you purposes, which is to generate another cash flow avenue. We are not stupid; we know what you are doing. Like the politicians, you are not listening to the people. The formation of the EIS Peer Technical Review Committee is further proof that you are not listening to the people but are doing what YOU want to do. This program goes along with the Health Care debacle. Let's just keep taking money from the people, they won't know until it's too late. Communism comes to Texas.	Email	2, 17, 18
29	I do not in any way claim to be an expert on anything except what one learns from living for seventy two years. In that length of time I learned that you cannot make the sand flow through an hour glass any faster than the glass is designed to allow the sand to flow. I find it very hard to have any confidence in anyone or any group that would be foolish enough to end a freeway with three of four lanes of traffic allowed to go sixty five miles per hour into a highway with only two or three lanes, reduce the speed by fifteen miles per hour and also install a number of red lights within the first two or three miles of the highway. Are you people out of your mind? Why spend another year or more scratching your head with your studies that mean nothing, but costing millions of dollars while the traffic just gets worse. Is there nobody that can have the balls to make a decision to extend the freeway at least to the county line or as far as highway 46. I don't care how it is paid for. Toll road is great as far as I'm concerned. At least it would be paid for by the ones who caused the problem by moving out here and use it, me included. What is being done now is a brainless plan that will waste a few more million dollars and not make a bit of difference. The only way to relieve the congestion is to eliminate all red lights on Highway 281. I hope you will favorably consider the last sentence of the previous paragraph and move in that direction.	Email	9, 19

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
30	I was wondering if constructing overpasses with a combined turn around system to cross over 281 was considered? (I'm thinking of an overpass in the downtown area that is on Commerce. I think it's near the Bexar County Jail.) The traffic on 281 would continue to flow and those needing to cross over 281 wouldn't have traffic lights to contend with until they crossed over the highway. There could be an overpass/turn around system at Evans Rd. and Stone Oak Pkwy/TPC Pkwy as those are two areas with the most congestion. There could be at least (2) lanes of continuous flowing traffic going N and S on 281. If someone needed to exited on Encino Rio going N, then there could be a right turning lane. If they needed to exit Encino Rio going S, then they would need to take the turn-around up at 281/1604. For Evans Rd, Stone Oak Pkwy, TPC Pkwy and Marshall Rd. then there could be turn only lanes for the left and for the right and they could merge with the flow of traffic going across the overpass. The speed limit on those roads are 40, so it would be easier for someone to merge at that speed. And it wouldn't completely stop the flow of traffic for those wanting to travel past all those intersections and for those wanting to just cross over 281. I don't know if that makes sense and I fully understand that it is more complicated than the public thinks, but it was just an idea. An idea that's difficult to put in writing. For what it's worth, thank you for the efforts to finally make the traveling on 281 outside of 1604 more efficient!	Email	10
31	I was and am a proponent of toll roads or HOV lanes and other initiatives that favor those that vanpool, carpool ,etc. I was a proponent of Centra building toll roads and each time I get stuck in traffic leaving or entering our home, I want to showcase a banner saying "Thanks Toll Road Party". I live in Lookout Canyon off of Outlook Parkway and Canyon Golf Road. As we all know, there continues to be significant housing and commercial development taking place throughout this corridor. We love our area, with the exception of transportation matters. We are originally from Houston and are accustomed to toll roads and HOV lanes. However, we have seen HOV lanes in California that are bounded by lesser expensive methods than Houston has used in their concrete barriers. The Alamo RMA should be encouraging families and businesses to carpool, vanpool and should consider HOV lanes to reward them for their support, while longer term solutions are considered and implemented. Help us keep our quality of life. Thanks for all your organization is doing to prepare and position SA for increased growth and prosperity.	Email	13, 16

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
32	I am a resident of Lookout Canyon use the 281 corridor daily. I would like to submit a couple of recommendations/comments for the Public Meeting this month: 1. Has the city considered expanding public transportation (VIA) options further north? 2. Has the city considered adding public transportation routes to/from military bases (needs assessment might reveal a surprising number of residents that live north of 1604 but commute to Fort Sam, Lackland, Randolph and Port of San Antonio. 3. We could use police officer patrol in one area in particular where drivers attempt to “cheat/jockey” their way into traffic (northbound on 281 at the Evans intersection—cars will routinely stay in the far right, right turn only lane, only to whip into the center lane while IN the intersection still travelling north. I’ve seen many close calls and incidents of road frustration/rage). The other problem area is northbound on 281 immediately after you travel under 1604, where 3 lanes combine into 2. Drivers again will speed up in the far right lane and then cut the center lane off... or they try to muscle their way in while traffic attempting to merge in from Sonterra is also trying to merge into that lane.	Email	Specific Response see Section 5.2
33	As a resident of the Encino Park area, I go to work each weekday morning by driving to highway 281 on Evans Rd and turn left to head to San Antonio. I think that the idea of having overpasses is a good idea for each of the existing intersections that have traffic lights. Have at least two lanes in each direction that go over the intersection with the traffic light so that vehicles that do not need to turn at the intersections do not have to stop. Only those needing to turn left or right, or entering 281 would need to encounter the traffic lights using the outer lanes. Turnaround lanes could also be built into the overpasses for those no on the overpasses. It is my understanding that the money to do this has already been allocated for this and we just need to get the work started. It would also be good to get started with interchange ramps between Loop 1604 and highway 281 for ALL directions.	Email	2, 9, 10, 17
34	Increase lanes from a total of six (6) lanes to eight (8) lanes by utilizing the center median for two (2) more lanes. One (1) additional lane in both directions. Dedicate the additional inside lanes (fast lanes) to HOV traffic only. Centerline median barrier to separate north and south traffic. Construct overpasses on Evans Rd. to go over US 281. Construct overpasses on Stone Oak Pkwy. over US 281. Freeway lanes. No toll on all lanes. HOV lanes require 2 or more people in vehicle. No Trucks. Sound barrier wall along residential area of Big Springs, south of Evans Rd., west side of US 281 Construct with existing Texas gas tax revenue and Federal Hwy monies.	Email	2, 10, 16, 20

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
35	<p>Texans do not desire tolls to finance improvements to existing roads. Adding tolls to existing freeways amounts do a double taxation. There is no justification for charging taxpayers to use a highway that has already had its right-of-way and existing infrastructure already paid for. Tolling US 281 will cause drivers to turn already congested neighborhood streets, such as Stone Oak Parkway, into highways as drivers seek alternative routes, thereby increasing the risk to the traveling public. Moreover, the National Transportation Safety Board, NTSB, recently concluded that toll roads, with the accompanying toll plazas, are more accident prone than traditional freeways! In an April 2006 report, the NTSB stated that backups caused by a toll booth contributed to a major accident in Illinois. "The board noted that traditional toll plazas...interrupt the flow of high-speed traffic and tend to increase the incidence of rear-end collisions," according to the NTSB report. Making US 281 a toll way would be the most expensive, most environmentally damaging, and most invasive option which is not in the public's overall best interest. My vote is to add overpasses and access roads within the right-of-way already purchased with our tax dollars. Paying tolls to drive on it would be outrageous. I add that I am outraged that the Alamo RMA spend scarce money to mail me two copies of a flyer that provided absolutely no information. This money would be better spent on financing desperately required improvements to US 281.</p>	Email	2, 5, 10, 21, 22
36	<p>All options for highway 281 need to remain non-tolled. Want the original plan of overpasses plus one additional lane in each direction. No tolls! We refuse!!</p>	Email	2, 24
37	<p>I am concerned about some problems that would likely be caused by the US 281 toll road. I am concerned not only about its potential to facilitate surveillance, due to remote payment via RFID-chip embedded Easy Passes in cars utilizing this toll road. I am also concerned about the potential for eminent domain abuses. This road would likely be very wide, because I have read that toll roads proposed as part of the Trans Texas Corridor, which I am concerned the proposed US 281 would be integrated into, would be several lanes wide. This could be nearly a mile wide. It has been proposed to concentrate other infrastructure, such as utility conduits, within the course of the toll roads. This could be dangerous in an accident.</p>	Email	14, 22, 23

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
38	<p>I live in Encino Park and I have been to just about every MPO and or TxDOT meeting held in the area on this subject. I cannot believe the way the system has changed since this has all begun. We have more agencies involved in the process and more grid lock and nothing being done to fix the problem. Just a lot of arguing and finger pointing. As a tax paying citizen of San Antonio my whole life I don't care that you mismanaged the gas tax money or that you spent it on something other than fixing and building roads. I just want the 281 and 1604 fixed as was promised before I moved my family out to Encino Park. A Toll Road was never mentioned and never in the mix till four years later. I would have never invested my hard earned dollars in this community if I had known there was even the possibility of there being a toll road. I am sure there are thousands in this area that feel the same way. if the current system of collecting taxes is not sufficient then we need to look at another system but the public is not going to accept this till you stop mismanaging the funds and diverting them from the purpose of building and maintaining roads. (Stop wasting money on things that don't build or fix roads) I don't think the toll road will fix the congestion problem because of the added cost to people who use this corridor and since we apparently don't have the money and probably not a good idea to continue to pave over the recharge zone we need to just build some over passes for now to help. It is my opinion that if we build overpasses over existing cross streets with lights that this will go a long way to getting thru traffic in and out of this corridor. Future developers will need to pay for frontage roads to get customers into and out of their businesses. I've read the book of comments at the MPO meeting on April 29th. Sure looks like most people don't want the Toll Option. Please listen to the people we are trying to tell you what we want and need to fix the problem we live and work here and we know what is best.</p>	Email	2, 3, 4, 9
39	<p>I was not able to attend the meetings last Thursday or Friday although I certainly wished to! Fact is, afternoons in general aren't good for most people as we are too busy working in today's competitive economy to come to meetings like that and Thursday I had an Dr's appointment on the other side of town! I think all such meetings should be in the evening hours when the greatest number of people can attend and such afternoon hours for meetings lend themselves to charges that these meetings are being designed to lessen mainstream, public participation by choice of hours and location which is why there is so much distrust toward your agency by so many people. I want my opposition to tolling personal vehicles noted and my complete opposition to taking away or lessening lanes on present, public infrastructure highways that are already paid for the free use of personal vehicles to be turned into toll roads. I am also opposed to selling public infrastructure to a private interest and feel that there can be a place for RMAs as government agencies verses the TxDOT monopoly on roadways but only when they operate in good faith</p>	Email	2, 22, 25

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
Cont. 39	<p>for the public good. I have no problem with providing designated toll lanes for commercial vehicles of 6 wheels or more and heavy weight, semi-trailer dimensions who can pay tolls and pass their extra wear and tear cost on highways onto their customers being added to present roads but not altering the public right to free use of public roadways already there. There are alternative, funding sources for roads that should be investigated to pay for highway maintenance such as consensual gaming on a county-option basis for metro areas. I think vehicle registration costs should be raised on non-US assembled vehicles in general and luxury or sports cars in particular rather than tolling individually owned vehicles using unconstitutional methods of sending bills in the mail and tracking their comings and goings! All tolls should be through toll booth pay as you use systems that take some type of credit/debit cards instead of requiring toll tags unless that is what the individual company wants to do for their own practical reasons! What is most efficient is not democratic and trying to jam mandatory toll tags and photo billing/checks in the mail systems down peoples' throats is why you have such hostile receptions at your meetings! Using photo identification of vehicle plates to send bills in the mail is unconstitutional, unreliable and lends itself to unacceptable abuse and I will oppose such initiatives with every fiber of my being! Politicians who support photo tracking of personal vehicles/mandatory toll tags are going to find out what awaits them when they are voted out of office which is going to happen soon. Governor Rick Perry and his crooked TxDOT flunkies need to go and will go soon! Jeff Wentworth will never see higher political office and will lose his Chairmanship of the Judicial Affairs Committee once Gov Rick Perry is discredited! Chico Rodriguez and Kevin Wolff will also never see higher office and hopefully the exit door to their political careers once Governor Rick Perry is gone! The RMA has been smart not to identify too closely with Bartel Zachary and their political flunkies mentioned here who have upset too many people for too long! I don't have the axe to grind with you all that I have with others due to what I witnessed at an MPO Meeting not too long ago but it is up to you to keep it that way!</p>		
40	<p>I live and work along the US 281 corridor and drive this road every day. I am for the Expressway or Elevated Expressway options and I am for toll roads. It is time to get this area moving.</p>	Email	Comment Noted

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
41	I recently attended public meeting #3 on April 29, 2010 and found it to be very informative. I left without filling out my comment card, so I thought this might be a good way to give my input. All representatives I spoke with at the public meeting stated that the City's land use planning was not yet considered in the alternatives. Although the City of San Antonio's land use planning for Hill Country Sector is not yet completed, it should be adopted sometime this summer by City Council. I strongly recommend consideration of the Hill Country Sector Land Plan in its draft form (for reference), and City adopted final version, as a basis to validate future planning growth scenarios to ensure safety, functionality, and accommodate growth. After considering all the alternatives presented, and having some insight into the City's Hill Country Sector land planning, I strongly recommend a flexible plan that can realistically support all financial options (non-toll preferably), and promote local economic growth while balancing the existing character and landscape of the area. Sounds like much to consider, but the logical choice is alternative #2. Alternative #2 stands out as the most effective plan that addresses all the governing issues of safety, functionality, growth, and quality of life. I do hope you consider my comments in your efforts to finalize a flexible plan that is feasible, and supported by the public.	Email	1, 10
42	Stop hijacking our gas tax money for projects having nothing to do with road building. Stop trying to turn our roads whether already established or about to be built into toll roads. Stop trying to sneak in toll roads by another name. Stop abusing the tax payers of this State. Stop acting as if you are doing this for our own good when we know it's for you and your homies. Stop giving away the taxpayers roads to foreign or domestic companies to profit from.	Email	2, 4
43	I do not want a toll on 281. Instead of eliminating congestion or adequately handle future growth, it will only push the congestion to the access roads and neighborhood streets, making our roads less safe and will not improve air quality. Therefore the alternative proposed does not meet the purpose and need of the project.	Email	2, 5, 6, 10
44	I recently attended your latest meeting and I am sorely disappointed in the way you do things. How much does it cost for you to create these brochures and visual presentations, much less pay your employees to work at these events? You ask for our comments and then you totally ignore everything we say. Oh yes - you did show a non-tolled plan just to appease us, but then said it would not help to speed up traffic in any way. If you would check the recently built toll lanes in other places, you would see that people are not using them and the states are having to pay for the losses to a foreign company. No telling what we could have accomplished with the money you waste on these meetings!	Email	25

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45	We the owners of this highway are fed up with all the political nonsense and continuing environmental studies. Where were the environmental impact studies when the developers were allowed to build all the residential subdivisions and commercial businesses? These are our highways that have been paid for once. Now they need to be expanded. The federal funds are there, so let us begin. How is it that it's okay environmentally if it's a toll road, but not if it's an expansion to what is already there? The land has been studied over and over. Again, stop the nonsense and build the overpasses. Also, what damage is being done to the environment by having hundreds of automobiles creeping along bumper to bumper expelling all that dirty exhaust? I am so mad, I can't think to put this message in proper order, but you get the message.	Email	2, 4, 6, 9
46	We wish to go on record as being strongly opposed to any US 281 improvement option that includes new tolls for the use of our public highways. The gas tax we pay now should be used for its intended purpose, which includes upgrading existing public highways.	Email	2, 4
47	My husband and I have attended five or six meetings about toll roads in San Antonio. At each meeting we and the majority of the people in attendance have made it abundantly clear that we are against toll roads. At the April 29 meeting a new term was presented-managed lanes, which is just another term for toll roads. We have seen the managed lanes in the Katy/Houston area. Traffic is very heavy on the portion of I-10 where no tolls are charged while the managed lanes have very little traffic. Just build overpasses on North Hwy 281 and add an additional lane or two for both directions. It does not take a rocket scientist to figure out what the problem is. All you have to do is count the number of lanes on Hwy 281 south of Loop 1604 and compare that number to the number of lanes north of 1604 to see why North Hwy 281 is so congested. The Super Street project is a complete waste of our money. It would have been better spent by putting in one overpass.	Email	2, 16, 17
48	I am a home owner in Big Springs Village on the Glen. I am concerned about the noise that all the traffic is going to make and disturb my neighborhood. It should be put into the plans to construct a noise barrier wall or something for our subdivision. It is not acceptable to think that the homeowner's in our subdivision are out of luck and should not have bought in the neighborhood. One of the reasons I chose to build in Village on the Glen is because I was close to 281 and would not have to fight the traffic to get to 281.	Email	20

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
49	I would propose the following improvements. Immediately make two left turning lanes at Evans Road going north on 281. Even with superhighway coming it will help traffic in mean time. Additionally, increase lanes from a total of six (6) lanes to eight (8) lanes by utilizing the center median for two (2) more lanes. One (1) additional lane in both directions. Dedicate the additional inside lanes (fast lanes) to HOV traffic only. Centerline median barrier to separate north and south traffic. Construct overpasses on Evans Rd. to go over US 281. Construct overpasses on Stone Oak Pkwy. over US 281. Freeway lanes. No toll on all lanes. HOV lanes require 2 or more people in vehicle. No Trucks. Sound barrier wall along residential area of Big Springs, south of Evans Rd., west side of US 281. Construct with existing Texas gas tax revenue and Federal Hwy monies.	Email	2, 10, 16, 17, 20
50	My backyard is the 281 freeway, where the Big springs sign is. I furiously object to an over pass, which I will be able to view from my back windows. I moved in this neighborhood 11 years ago and I would never of purchased this home if a huge overpass was in my back yard. I know there is need for some improvements but you need to think of another way of improving the mess on 281. Currently I have the pleasure of hearing beeping noise and other construction in my back yard, once again you didn't think of putting the noise barrier which was supposed to be have been put in several years ago because of the traffic. So here are the reasons not to put the overpass: my back yard would be an overpass, my property value would drop, the noise would be deafening, would not look good. If you want to do this, then purchase our homes and you can do whatever you want. This is something you should of done before all these apartment, homes, schools and businesses. Whoever did the planning and approving of these projects did a poor job in regards to traffic. I patiently wait for another suggestion.	Email	20, 26
51	Increase lanes from a total of six (6) lanes to eight (8) lanes by utilizing the center median for two (2) more lanes. One (1) additional lane in both directions. Centerline median barrier to separate north and south traffic. No not construct overpass on Evans Rd. to go over US 281. Freeway lanes. No toll on all lanes. no HOV lanes Sound barrier wall along residential area of Big Springs, south of Evans Rd., west side of US 281 Construct with existing Texas gas tax revenue and Federal Hwy monies. Additional right hand turn lanes from Evans onto 281 South bound	Email	2, 10, 16, 17, 20
52	Where's the common sense? Three different options for improvements to 281 were presented. My comments to each are presented below. At the meeting it was very obvious that the majority of those in attendance were adamant in favor of non toll only. Many also were in favor of not "over spending" in the near term for future solutions. In effect, many, as myself, are opposed to mortgaging our future for the sake of near term solutions – if we can't afford it don't borrow the money or use "creative" financing to	Email	4 and Specific Response see Section 5.2

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
Cont. 52	<p>build it! There are some analysis of the alternatives that defies common sense. For instance, there would be a net loss in speed by building the overpass expansion option (overpasses and added lane in each direction). Since it is obvious that the traffic lights are the primary inhibitor to speed, it defies common sense to say that today speeds are 25 mph and once overpasses and two new lanes are built the average speed would be reduced to 20 mph! Alternative #1 - Overpass expansion plan - This adds overpasses and an extra lane in each direction. It allows for access to businesses through different means than the traditional access road model. Many states, such as Florida, feed traffic onto and off of highways using controlled access to the freeway via arterials roads rather than continuous frontage or access roads. This alternative with controlled access is the least invasive (has minimal footprint and right of way costs, less impact to the Edwards Aquifer, etc.), is likely the most affordable to construct, and it cannot be tolled which is the desire of the majority of those using 281! So this option has great potential. The current surface need not be totally destroyed and rebuilt to accommodate additional lanes – main lanes (tolled and non tolled) and frontage roads to satisfy some distorted view of providing equivalent free lanes. Therefore the cost of this option can be much less than all other options. The drawbacks presented by the RMA can well be considered as positives for this option. Though, as presented by the RMA, a high number of driveways would lose freeway access, the plan would still give access to those businesses using different methods (see above). Some may also argue that this alternative may not handle future growth, but the RMA’s own presentation says the corridor has a “low existing and forecasted population (2035) and employment density north of Loop 1604.” One extra lane each way and overpasses were projected to handle the future growth through 2030 in the original plan for 281 improvements that were supposed to be built in 2003. Alternative #2 - Expressway plan - This is almost identical to the original freeway expansion plan for 281 that has been promised to the public since hearings in 2001. However, there is a still a big difference in footprint and cost between a tolled and non-tolled scenario. The original plan had two extra main lanes (one in each direction) and four lanes of access roads (2 on each side). The access roads were only where needed, not continuous. In a tolled scenario, there would have to be up to 6 lanes of access roads and continuous frontage roads for the whole 8 miles to the county line in order to convert an existing freeway into a toll road. So I would like to see the non-toll scenario for this alternative explore a reduced footprint to shed cost and have less adverse environmental impacts than the tolled scenario necessitates. Alternative #3 - Elevated expressway plan - This option has so many adverse impacts it’s hard to recommend it to advance to the next level for study. Elevated roadways bring deafening noise levels, extremely high construction costs,</p>		

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Cont. 52	<p>aesthetic and safety issues (some due to such limited access which inhibits emergency vehicles getting access to accidents victims, etc. and others due to the possibility of high speed elevated cars crashing onto the roadways and neighborhoods below). This option is also easily tolled and makes getting on and off difficult due to extremely limited access. Managed lanes"Managed lanes" is code for "toll lanes" where the government "manages" (rather, manipulates) the flow of traffic by limiting access through taxation. It can also choose a method of tolling that determines how many cars can access the toll lanes. Using variable or congestion tolls, the RMA will kick cars off the lanes by jacking-up the toll rates in real time if the traffic on the new lanes slows too much. The toll varies based on the time of day you use the road. So if you have to use the toll lanes during peak hours when everyone has to go to work, you'll pay a premium tax. This is known as "congestion tolling" that they call "congestion pricing." This so called "user fee" is a government imposed new tax for driving our publicly-funded roads. In several proposed scenarios on 281, the tax will be imposed on existing right-of-way already paid for, a double tax!</p>		
53	<p>The alternatives presented relied upon vague generalities rather than specifics. While we acknowledge, each alternative is in the beginning stages of development, the public lacked the information needed in order to properly weigh the various options. Without construction cost estimates, construction timelines, estimated proposed toll rates (and how many lanes would be tolled versus not tolled), entrances and egresses (in both tolled and non-tolled scenarios), or proposed sources of funding, the public found it hard to give feedback on the options and certainly made it difficult to determine the potential preferred alternative. It's like trying to hit a target in the dark. Also, the validity of the data presented for each alternative is questionable and runs afoul of other data. For instance, the RMA claimed the average travel speed on US 281 in peak traffic is 25 mph and that the average speed 30 years from now after building overpasses and two new lanes (one in each direction) on US 281 would yield a net loss in travel speed to 20 mph. Yet, in its "expressway" alternative, that also had overpasses and two new lanes, it claims the average speed in peak traffic would be 45 mph. The Metropolitan Planning Organization-approved (MPO) original freeway improvement plan for US 281 north of Loop 1604 (in the MPO's TIP from 1999 to mid-2004 that previously had NEPA hearings and public support) demonstrated two new lanes and overpasses would handle the future anticipated growth for the US 281 corridor. But now the single RMA alternative that cannot be tolled is basically construed to be inadequate to handle the "growth." Then, the RMA's data shows that only 25,000 less cars would use a tolled expressway (185,000) as compared to a freeway (210,000) or roughly a 12% difference. When its own traffic and revenue studies previously showed 35-40% of cars would not take the tolled expressway but would have to use the non-toll access</p>	Email	Specific Response see Section 5.2

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Cont. 53	<p>roads, these figures are questionable at best. Even more suspect is its claim 86% of the traffic would take managed toll lanes versus a free expressway. When most managed lane projects around the state are doing good to see 8% of the traffic pay to use managed lanes, the differences between the RMA's projections and the reality are staggering. Most all projected traffic on toll roads are based on what amounts to speculation. No one knows what economic factors will change in 30 years. No one knows how travel patterns, employment patterns, development patterns, etc. will change in the next 30 years. Even based on what we do know, the new version of tolling (tolling existing freeways/rights of way) are vastly underutilized due to high toll rates, resistance to tolling, and availability of adjacent free expressway lanes. Also, few of these toll projects are self-sustaining (most need massive public subsidies, including our gas tax money, so whether you take the toll roads or not, we're all paying for them which is a double tax and unnecessary tax burden) and have no business being built. Given the data presented, the RMA skewed the potential feedback to favor its preferred alternative, the expressway option, over the other alternatives. Since there may be non-toll sources of funding for a smaller footprint versus a larger one, since costs to commuters in tolled versus non-tolled scenarios vary greatly therefore impacts vary greatly, and since the least invasive alternative has fewer potential adverse environmental impacts because this project traverses the Edwards Aquifer Recharge Zone, the sole source of drinking water for a city of nearly 2 million, cost is an enormous factor in determining the preferred alternative and no such information was presented. Such factors need to be considered before determining the preferred alternative. It is our understanding that the preferred alternative will already be identified in the Draft EIS by the next round of hearings without the public ever having the opportunity to weigh any meaningful information about the various alternatives (including meaningful information about both tolled and non-tolled scenarios for each alternative). The overpass/expansion alternative utilizes traffic management techniques new to many Texans and has the potential to meet the purpose and need with less cost to commuters (no toll taxes) and less damage to the environment. Proper explanation of these new methods is key to educating the public about this alternative. Not only was that not done, the facilitator in my small group actually spoke negatively multiple times about alternative #1 when the public feedback had been generally positive. The facilitator said more stop lights could plague the freeway in the future under this alternative. However, there are other ways for this alternative to upgrade US 281 to a controlled access highway without continuous access roads and the expense of access rights (ie - give access through backage or arterial connections). How the final proposed alternative #1 (overpass/expansion alternative) gets developed may torpedo a great solution if the most affordable/workable options for how to implement</p>		

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Cont. 53	it aren't advanced. For instance, buying up access rights may cause the cost to skyrocket when backage or arterial road solutions could be much more affordable and make this a potential preferred alternative. Expressway alternative #2 needs to explore continuous versus discontinuous access roads (and analyze/present cost info for each). Under a non-tolled scenario, continuous access roads are not required as they are under state law for a tolled scenario. Also, a tolled alternative cannot meet the purpose and need since it doesn't ultimately solve the congestion problem on US 281 (which also means it will fail to address air quality/non-attainment issues). It simply displaces the traffic to access roads and neighborhood streets, making neighborhoods less safe and adversely effecting property values and quality of life. Non-compete agreements also ensure congestion remains on free routes, so this again makes a tolled scenario fail to meet the purpose and need of the project.		
54	Consider underpasses at Encino Rio, Evans, and Stone Oak with possibility of constructing more further north. Through traffic could travel unimpeded on the underpasses in either 6 or 8 lanes, depending on traffic modeling with realistic future loads. Access road would be at grade and would be two lanes on each side of the highway. Do not fund this project with tolls. Demand that Texas gas taxes go 100% towards TxDOT and recoup losses going ten years back. If you can't do that, then you need to disband the Alamo RMA, because you are simply a money pit and are of no use to the citizens of San Antonio. We have paid you too much for you to turn around and tax us some more.	Email	2, 4, 26
55	Just want to add my comment on tolls. Please consider a non toll plan. My family can't afford much, and tolls would strap us for gas, food money and such....	Email	2
56	We do not want tolls on 281! A toll road will not solve congestion or adequately handle future growth, it will only push the congestion to the access roads and neighborhood streets, making our roads less safe and doing nothing to address air quality. Therefore the alternative doesn't meet the purpose and need of the project. We constantly hear that there will be a choice: "You can pay and drive on the toll road or you can drive on the 'free' lanes". Well the 'free' lanes turn out to be the frontage roads and that wouldn't be any different than what we currently have. I don't think any of you take the frontage road when driving from say I-35 and 1604 to Rittiman do you? Of course not, then call the free lanes what they are-Frontage Roads-why try to disguise or spin it except that you know if you called the 'free' lanes frontage roads you would have more backlash from the casual uninformed citizen.	Email	2, 5, 10

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57	Please no tolls! With all the growth in this area and all the added taxes, there should be funds to construct additional roads and overpasses - just like is done in the rest of San Antonio where there are no tolls. It is illegal to use a portion of the existing public road, and especially its right-of-way that was already approved and funded in previous years for an expanded Hwy 281 for a toll road. The traffic flow in the entire North Central SA area should be considered, including expansion of 281, but also Loop 1604, Bulverde Road, Evans Road, etc. Immediately improve the intersection of 281 and Evans at the Eastern side - add a lane to turn South from Evans onto 281.	Website	2, 21, 34
58	The intersections on 281 N, that have stop lights, should have the left turn lights on at the same time to cut down on light time on 281. That was the way it was 10 years ago before the infamous RMA got involved. This super-street is just a stall to get to 2012 (and defer costs that toll roads would cost to bring down there cost numbers) and the Austin bureaucrats get another chance to promote toll roads, which is what RMA is interested in. I wish you would for the commuter instead of servicing the politicians.	Website	2, 12, 17
59	Any serious consideration to eliminate access or frontage roads is seriously shortsighted and an affront to all of the planning existing taxpayers and stakeholders along 281 have made while waiting for the powers that be to deliver on their responsibility to provide safe and effective roads and highways. We have paid gas taxes for years. What and who has spent this money on things other than our roads. If all you are doing is trying to get people from point A to B, without creating access to all of the properties and taxpayers in the affected area, just put in a train track.	Website	4, 10, 11
60	I am opposed to toll roads on highways 281 and 1604. I am in favor of overpasses or other options that don't include tolling the motorist.	Website	2
61	I do not believe in toll roads. Especially 281. I find this to be a form of discrimination as I do not have to pay a toll to drive to my home as the residents along 281 will have to. I would rather support a dedicated tax on gasoline to be used strictly and only for our roads.	Website	2
62	I'm unable to attend the meeting tonight, but I just spent some time looking through all the PDFs and presentation documents. To me, it's clear that the (non-elevated) Expressway option will meet most needs (traffic speed, traffic capacity, access to businesses and side streets, efficient interchanges, plenty of entrance and exit ramps) and has fewer negatives (lower profile, less noise, etc.) than the other options. Regarding funding, obviously a non-toll version of the Expressway option would be ideal. But if that would delay construction significantly, I would fully support managed or toll options to get this project started ASAP.	Website	10

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63	I, too, feel that, we, citizens/taxpayers are never listened to. I suggest the overpasses be put into place "immediately" rather than the "Superstreets", this will keep 281N flowing without snags of Red Lights. It is good for the Environment because it keeps the cars moving rather than idling wasting gas and giving off fumes, not to mention that some cars leak oil over our Edwards Aquifer.	Website	17
64	Be it understood that I favor all options for the 281 project be non-tolled. Tolling the 281 corridor in any manner or capacity will abridge my right to travel and place an undue burden on my finances. I would rather suffer the congestion caused by poor city planning (at the behest of commercial interests) than to suffer further injury and indignation by the city, county, state and its agents so that these same entities may further profit at public expense.	Website	2
65	I was at the meeting on the 29th. You had a lot of nice maps & pictures all great but that was a big expense. Overpasses should have been built yrs ago when the money was allotted, but was spent no one knows where. By waiting some business were allowed to build & now we have to pay to remove them. The smart street project is just a big waist of \$6 mil. which could have been put to overpasses. All these meetings & brochures etc. plus people to man these meeting are a big expense that could have been used towards the road. Toll roads are out no. No elevated hwy either, as this would really effect the local business. Also need 281 & 1604 fixed. Was told at the meeting that yrs ago the engineers said there would not be much growth No. of 1604. Well here we are. Also was told at the meeting that the projections till 2035 the growth would not be that great either. Whoever comes up with this needs to live out this way for awhile & ck. the growth & land still available. Don't know the hang up for overpasses. 410,37and any major hwy all have overpasses which makes a lot of since.	Website	2, 10, 11, 17, 24, 25, 27
66	Although I think that construction in this area will cause considerable inconvenience, I believe that overpasses should be built to alleviate the current traffic issues that have arisen with the overdevelopment of the 281N corridor and surrounding areas. (Besides, how can you have stoplights on an interstate highway!?!)	Website	10, 11
67	I think people pay enough taxes that toll roads shouldn't be considered for 281. I personally prefer alternative #1, the overpass expansion plan. Overpasses and an extra lane in each direction would significantly cut traffic without the need to charge ridiculous toll fees on already paid for roads.	Website	2, 4, 10, 11
68	It's the same for the 1604/Sea World/151 area. Why is everyone wasting money on more roads when we need a train systems?	Meeting Evaluation	7
69	Great location! Displays were outstanding. Didn't stay for meeting.	Meeting Evaluation	Comment Noted

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
70	Except/no idea where was/no signs big enough telling locations/ streets. Vague as to projected cost/told 3 - 15 year before maybe complete. Great! Presenters were open-minded and on task.	Meeting Evaluation	Comment Noted
71	Facilitators/scribes needed better "customer service" training. 2 facilitators disagreed on construction timing.	Meeting Evaluation	Comment Noted
72	Most people seem more concerned about the toll issue as opposed to the different alternatives. More info on how to impact the toll decision needed to make a better decision.	Meeting Evaluation	2
73	I use 281 every day, every day of the week at least once, and traffic is becoming very difficult to navigate. It's becoming very, very congestive on this road and I highly recommend – I highly recommend an elevated expressway for the future and I recommend that we get on this as soon as possible before the traffic doubles or triples in the next few years.	Court Reporter	10
74	There seems to be a disconnect between what we see is happening and what we're told is happening like about the money because we – whether the funds are there or not, we don't know. We see construction all around town everywhere, big huge projects like the 281-410 interchange, the Bandera Road elevated highways and, you know, the 410 improvements, which are great. We all need those. But this is just as important, too, and probably more important than Bandera elevated highway. And we're told that there is funds for every other project everywhere else except here and it just doesn't make sense to us. We don't want a toll road. We want the -- we want an extension of the expressway that already exists. It just makes sense for all of the businesses out here, for the growth, now with the huge monster -- you know, the golf course out here. I'm sure that they're probably reconsidering their choice of building sites because of this. And we just want it. And it almost appears -- Our perception is that this is almost a vendetta now because it's like the powers that be, the ones that do the voting, it's like they have made up their mind already. That's our perception. And that they're going -- they want a toll road no matter what because we've caused so much trouble for them that they've decided they're going to make us suffer. And it's like a standoff that we're going to see who suffers more. So until Thornton is willing to put a toll road in front of his house and -- not just him, but everybody else that is going to be voting on this decision, until they're willing to do it first, I just have no faith in them.	Court Reporter	2, 10, 28, 35
75	I just want to know why that they are not using the overpasses when the money was appropriated for that and not used the way they're doing. It's going to be a waste of time because if you have to go up and turn around and come back, it's going to be a waste of time and I feel there's no reasons. It would be much, much cheaper to use the overpasses instead of what they're proposing.	Court Reporter	17, 24

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76	I've looked at the three alternatives. I like number 1 because it says no toll. Number 2 or number 3 would be acceptable, but no toll. I don't like the idea of a toll. We've paid enough taxes, gas taxes, license plates, other things. A toll isn't justified.	Court Reporter	2, 4
77	I've lived in Timberwood Park for 17 years and my comments are that I like your proposition number 1. However, in the meantime, I think it'd be wise if you would put three lanes on each side beginning at Borgfeld Road down to Stone Oak. And if you did that, you know, right away, you've got plenty of room to do that and it could be done. It'd relieve the traffic in the meantime until you start all this. And one other suggestion I have is when you're over going north and you hit the Borgfeld Road light, if you would put one lane all the way through, people would not have to park and you could put those pegs up so you could go all the way north past Borgfeld to Bulverde.	Court Reporter	Comment Noted
78	My general comment, and make it all caps, no tolls. No managed lanes. Nein, n-e-i-n, nyet, n-y-e-t, no. Keep it non tolled! Exclamation point.	Court Reporter	Comment Noted
79	My comments are that Highway 281 does not need to be a toll road of any kind. I believe that by building overpasses and easement, you know, lanes where people can get off and remove all the stop lights that are in place currently like at Evans and Stone Oak, then the flow of traffic will be smooth and get through much quicker. I think option number 1 that is a non toll is better than 2 or 3 which would be managed or tolled. I think HOV lanes are good because that allows people to travel with numerous -- like buses, cars with numerous people, to use that. I think that's important. I think that they need to have longer exit lanes for turning left or right because short ones create bottlenecks. I firmly believe that there's money for all the roads available, that they don't need to issue bonds to pay for the roads because if you want a toll road, you got to have bonds and who's going to pay for it if it goes bankrupt? The taxpayer. We're paying for it already, for the road, with our gasoline taxes and our taxes. So we don't need another tax. And poor people can't afford a toll road anyhow. So very few people would use the toll roads. I think, overall, the elevated access ramps like at 410 where you can get on east or west could be done to 1604 the same way so that there's not those bottlenecks trying to go onto 1604 because of the red lights. If you had the overpasses there, then they can get exiting into those traffic lanes much more easily. So I'm against toll roads. I know a lot of people that are in our subdivision and have expressed the same opinion, that the toll roads are not needed. That all we have to do is build the roadways with overpasses. So I believe that, you know, the people should need -- need to be allowed to vote on what they want and that has never been brought forward. And if they would, they would find out more about what people feel what they want. But I know that of the people that I've talked to, they're against it.	Court Reporter	2, 16, 29

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80	<p>I live in Comal County off of Highway 46 West. I'm looking at the -- I'm here at the Public Meeting Number 3, U.S. 281 Environmental Impact Statement, and I've looked at the alternatives, alternative 1, 2 and 3, and I've looked in the brochure that I was given and I looked at the superstreet. To me, the best alternative is Alternative Number 1, the overpasses, to build the overpasses. Alternate 2 is not a -- to me, not viable because it could be -- too easily be turned into a toll road, managed lane, toll road, and we don't want that. We don't want that here. We didn't ask for it here. Alternate 3 also toll ways, managed lanes. We didn't ask for that either. The money was there to build the overpasses and, for some unknown reason, money has been diverted through some means and possibly may not be there anymore, but that's not our fault. That's someone else's fault. And that money needs to be returned to build those overpasses. The superstreet, on paper, it looks good, but they're adding more stoplights. You know, not only will -- like the Evans, for example. Not only would it be that stoplight there, but there'd also be a stoplight at the turnaround. So there'd be two stoplights on the northbound side and two stoplights on the southbound side. So you're still -- you're adding another stoplight. It may not be as long as the one long stoplight, but combined, it might be just as long. So there may be an Alternate 4, which would be similar to the superstreet, but instead of making the -- the two-lane turnaround close, put the two-lane turnaround maybe a half mile further and instead of having a stoplight there, build a two-lane turnaround overpass, two-lane turnaround overpass on the southbound side and, likewise, on the northbound side but further away. As depicted in the superstreet, but just further away, half mile further south, half mile further north. And so where that two-lane overpass makes, like, a big swooping U-turn will then form their own two lanes to head back to the -- the main connector such as Evans or if -- you know, if enough distance is given, you know, to the north and to the south, it could even then swoop back -- those two lanes could then swoop back and then connect to the actual three lanes that are there right now. Swerve those within half time to then go to the -- to move to the access -- two lanes to the access -- the off ramp in the superstreet design that could then, you know, turn and make that and so where there could just be that stoplight right there at the access road where it meets that in case people want to go through that intersection such as Evans and head further south on the access, maybe to go to a business or something or to get back on 281 south. And, likewise, going south, put a two-lane overpass to the inside. That way, it's only the -- The overpass is only going over the main travel lanes on the -- on the opposite side of the freeway. And then if it's further enough to the south, it could also make a sweeping move to where it comes back and to where there's no stoplights at all on the main lanes anymore. There's only one stoplight at each. Say, for instance, on the Evans, it would be only one stoplight in case people want</p>	Court Reporter	4, 12, 17, 24

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Cont. 80	<p>to go through the Evans Road access road intersection, there would be a stoplight right there. 'Cause, otherwise, if you're turning right, there could be a yield sign. And, likewise, on the -- and that would happen on the eastbound side and the westbound side where there's just one stop on each side. Then the main lanes would just keep on going. There wouldn't be any stoplights because the people -- it would be no crossing right there, just as in the superstreet. There would be no crossing from Evans going across 281. So there would be no need for a stoplight right there 'cause traffic would not get on right there. Traffic would get on from Evans and someplace they would have to turn right, but no need for a stoplight because they'll just merge in with the traffic, with the main lanes and just have it swooping enough to where it's -- they have plenty of time to get onto it. So option 4 is a better alternative than option 2 and 3. Option 1, of course, is just build the overpasses because they had the money and the thievery has to stop. Use the gas tax money for what it's intended to be and that's for the highways. They're not for the special interest groups, not for roadside parks, not for hike-and-bike trails. They're not to go to Texas A & M research projects, not to go for VIA buses, not to go to Austin transit service. That gas tax money should be built for highways, period. You know, not for hike-and-bike trails, you know, not for curbs, putting in some curb thing or a special bricklaying things in some special district in Houston in Harris County. Use that gas tax money for what it's intended and stop giving it to the schools, too. Highways. Overpasses. Overpasses. Build it and they will come. Build the overpasses and people will be happy. Stop misusing those funds and use them for what they're intended because -- And the stoplights on 281 right now, instead of having at Evans -- for example, I've called so many times about that Evans Road stoplight. The westbound -- the westbound side of Evans Road. That's on a timed basis. I go through there nearly at midnight Monday through Thursday and that light changes to -- back to red after about two or three cars go. After about eight seconds, that automatically turns back because it's on a good sensor, but then, automatically, it goes to the other side even if there's no cars and they get a green light on Evans Road facing and heading eastbound. They get a light for a full 20 seconds. It used to be 30 seconds, but they retimed it to 20 seconds. If there's no car there, that light should not turn green for Evans Road. Retime that light, redo the sensors in that light where it doesn't give them a green light if nobody's there because this is happening at midnight and people don't want to be stopping here along -- And now -- and now at Encino Rio, same thing is happening there. No car is there at Encino Rio heading -- heading west and getting onto 281 north or south and -- but yet the light will turn green for them. That needs to stop because for years it's been censored, but now it's -- all of a sudden it's on a timed thing. Maybe it's sensors. Go fix it. People are tired of this, you know. We're traveling at midnight. There</p>		

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Cont. 80	<p>shouldn't be any traffic there. We should be going 50 miles an hour, 55. We shouldn't be coming to a screeching halt. And because TxDOT and the City want to mistime this where people are pissed all times of the day. There's an example. When I picked up a friend last year from the airport, Friday afternoon, 3:05, I'm heading south on 281. There's hardly any traffic. Traffic is moving heading northbound. I picked my friend up at the airport, we're returning about 5:05 Friday afternoon. It wasn't on any holiday weekend or anything. I'm traveling 55 miles an hour. The traffic -- And I just called a couple nights before about the timing of these stoplights and, apparently, some new person with TxDOT, apparently, went out there and fixed it because at 5:05 on a Friday afternoon, I'm coming through there and I'm not stopping. Traffic is moving 55 miles an hour gorgeously through Encino Rio, through Evans Road, 55 miles an hour, all the way through. It's not until I get stopped at the Stone Oak stoplight, but I'm, like, five cars from the lead and -- but the traffic's not all congested because somebody, with all those complaints I've given about the timing of these lights, I've been -- I guess somebody went out there and fixed it. I'm sure that they were reprimanded for doing so, were fired for doing so because it never has happened since. That was on -- at 5:05 p.m. on a Friday afternoon. No congestion. Traffic was moving because the stoplights, for one time, for one day, they were timed right. They can do it again. Thank you. And that's my comment. Do what the public wants. No toll road.</p>		
81	<p>My opinion is that the number 2 would be the best because I like to drive slower and I wouldn't have to drive on the fast lanes. The access roads would be ideal for areas where I drive from 306 all the way into town. And we've got a lot of people that are low income in my area and if they made it a toll road, it would be almost impossible because they drive back and forth two or three times a day. An estimated cost of the other meetings we were at was \$10. That would be \$30 per day.</p>	Court Reporter	2
82	<p>I live out 281 and I, too, think the number 2 is the best alternative, but they need to -- right in further of this, as they're building or while they're building this thing, they need to write in there no toll roads and they need to put it in as a law or mandate it, that it's to be a non tolled road area. Where they fund this, the State's got a lot of money in taxes, free tax money they're getting off of lottery tickets and lottery. They can squeeze out some more money for that, but I think it needs to be mandated that they do not use that new road and try to toll it. 'Cause it's just too much money. It costs too much money for our cars to go back and forth.</p>	Court Reporter	2

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83	<p>Many concerns about this whole operation, this meeting that we're doing tonight. I have been to meeting after meeting after meeting for years now. Fighting this whole operation for, I guess, at least eight years, possibly nine and when all we need is overpasses. If the same type of road structure works inside of 1604, why would not the same structure work outside of 1604? If it works in Comal County at 1863 and 281 and 46 and 281 and anywhere else there's overpasses, just put our overpasses in that we have paid for. We're still being told that the money is not in place to build our overpasses. Then I say our governor and our legislature needs to call for hearings and find out where our money has been squandered and find the money, prosecute those who have squandered the money and build our roads that we have paid for. We're looking at some drawings here at this meeting of these Cadillac road structures including an elevated system, which I don't understand why we're even considering an elevated road structure when the cost of that would be so astronomical, but yet we're being told that we can't even pay for overpasses. Again, it appears that our tax dollars have been squandered again for the cost of the design, the drawing, the preliminary engineering to draw this elevated structure. Total waste of my tax dollars. And if you could also pass on to Mr. Perry that he could be a hero to all of us who live in this area that use 281 everyday, that he could be our hero if he would just tell TxDOT focus on 281, get the overpasses put in. But at this point, myself, my family, my friends, I do not know one person that live out this direction that frequents 281 that is going to vote for Governor Perry this election. Pass that on to him. He could be a hero. But he may end up being a loser this election because he's ticked too many people off and we just can't, in good conscious, vote for him 'cause that would be condoning the way he has squandered this entire operation that we have been fighting him for eight years now. My last comment is just please stop wasting our tax money and do the right thing. If you can't, leave your office and we'll find someone else who can do the right thing.</p>	Court Reporter	2, 4
84	<p>I think that the third plan for proposition would have a negative effect on home values in the area because of the traffic, the noise. The noise would have a negative effect on the local commerce because the cars driving on the ramp, on the elevated ramps, would not have ready access to the local commerce. They would bypass it. So that could affect the commercial property values.</p>	Court Reporter	10, 20
85	<p>I'm going to tie into his. The elevated alternative would negatively affect the residential property value.</p>	Court Reporter	Comment Noted

Reference # (Please see Appendix E to search for a comment by name and the associated Reference #.)	Comment	Method Comment was Received	Response (Please use this number to find the associated comment response immediately below this table in Section 5.)
86	<p>A couple of things that I have not heard discussed, one of them which I think is -- is ludicrous not to evaluate is the impact on tourism. Because I hear tourists go to other cities and other states where they have toll roads, they don't have a toll tag. And so when I'm driving up in Austin or Dallas, I don't take a toll because I don't have a toll tag. And all the stories you hear about getting tagged incorrectly, charged incorrectly, because you don't have a toll tag, there's, obviously, a penalty for doing that and it really, really discourages tourism. And the City of San Antonio depends on tourism. That's our number one industry. So I don't see why we are discussing toll roads if we have not even considered its impact on tourism. And it's not on any of the literature, it's not on any discussions. I have to bring it up in the meetings. And, secondly, in any of these evaluation points, they never say cost. They never say a cost as part of the issue and why we're discussing this. I guess it's kind of implied, but why wouldn't there be a question, you know, what about cost? How does this affect the cost? Since money is an issue, since financing these projects is an issue, why shouldn't cost be front and center, then, in consideration this? And each option should have a cost evaluation up front so the people -- the residents, the community, can decide easier as far as cost goes. So those are the two main issues. Tourism -- Impact on tourism regarding toll roads and the fact that tourists will not take a toll road because there's a toll tag. It says easy tag only. They can't just go up to the booth and pay for it. And the other one is upfront cost evaluation in these meetings.</p>	Court Reporter	22, 30, 31

5.0 OFFICIAL RESPONSE TO COMMENTS

5.1. General Comments and Responses

As noted in **Section 4**, if a comment was submitted multiple times or several comments were related in topic, the comments were grouped logically and a general response and associated **Response #** was given to each comment in **Table 2**. Each group of comments is labeled as **General Comment** with the associated **General Response** immediately following.

General Comment 1: How will local and regional land use plans be considered in the EIS?

General Response 1: The EIS will consider existing and future land use within and surrounding the US 281 project corridor including local government plans and policies that may help shape the land use along US 281, as well as the potential direct, indirect and cumulative impacts that each alternative may have on land use. In addition, the Alamo RMA has and will continue to coordinate with local and regional agencies that contribute to land use planning in the San Antonio area.

General Comment 2: What funding options are being considered for improvements to US 281?

General Response 2: US 281 from Loop 1604 to Borgfeld Drive is an integral part of the San Antonio-Bexar County Metropolitan Planning Organization (SA-BC MPO) *Mobility 2035*, which is the region's long-range metropolitan transportation plan (MTP). The MTP was adopted by the SA-BC MPO on December 7, 2009 and updated in October 2011. The project is included in *Mobility 2035* as a six-lane toll expressway with non-toll outer lanes (i.e., frontage roads) and non-toll direct connector ramps at the northern half of the US 281 interchange with Loop 1604. The project is shown in *Mobility 2035* to have an estimated cost of \$521,513,685 in year-of-expenditure (YOE) dollars.

The MTP allocates Category 2 (Texas Mobility Fund) funding to this project in Fiscal Years (FY) 2013 through 2020 in the total amount of \$112,220,000. Other sources of funding for this project identified in the MTP include bonds and federal loans. Additional non-toll sources of funding may be allocated to US 281 improvements by the MPO's governing body, the Transportation Policy Board, in future MTP updates or amendments. The project is also included in the FY 2011 – 2014 Transportation Improvement Program (TIP). The TIP was unanimously approved by the MPO Transportation Policy Board at their meeting on May 17, 2010. The project was subsequently included in the FY 2011-2014 Statewide Transportation Improvement Program (TxDOT, September, 2010). This document is available at <http://www.sametroplan.org/Plans/TIP/tip.html>.

Both non-toll and toll funding and/or financing options for US 281 transportation improvements will be considered during the EIS process. The EIS must be consistent with the MTP in order to advance the project to a Record of Decision (ROD) from FHWA. If the recommendation for the Selected Alternative is different from what is included in the MTP, there are two options to ensure consistency: (1) an amendment to the MTP that reflects the recommendation for the Selected Alternative or (2) the recommendation for the Selected Alternative would have to be revisited within the EIS.

Toll roads have the potential to disproportionately affect low-income populations because a low-income person would have to use a larger percentage of his or her income to pay tolls when

compared to the general population, given the same level of use. The Expressway Alternative and the Elevated Expressway Alternative are being considered for non-toll, toll and managed lane options. Therefore, the US 281 EIS will analyze the potential effects on low-income populations resulting from operation of US 281 with toll and/or managed lanes. The EIS also gives consideration to the toll collection system in terms of right-of-way requirements, how tolls would be collected, and the Alamo RMA's toll policies and procedures.

General Comment 3: Why do we need all the money up front, why can't we build one overpass at a time as funding is acquired?

General Response 3: Pursuing the US 281 Corridor Project as a purely tax-funded facility could require that improvements be constructed in phases based on the annual availability of tax dollars. According to *Mobility 2035*, one of the possible ways to close the gap in transportation funding is to phase projects; that is, look for ways to construct only critical sections of roadway instead of the ultimate build-out in the near term. However, this approach could delay completion of the eight-mile US 281 Corridor Project indefinitely because of funding limitations. Traditional highway funding on a pay-as-you-go basis would also result in higher construction costs should future phases encounter increases in material and labor costs. When phasing of improvements occurs, each construction phase needs to have operational independence in order to advance separately from the other phases, and project sponsors must demonstrate a reasonable expectation for funding for the whole project, as it appears in the EIS document, through consistency with the State Transportation Improvement Plan, the Metropolitan Transportation Plan, or the Unified Transportation Plan.

General Comment 4: I have already paid for US 281 improvements with my gas tax, but it has apparently been diverted to other areas besides Bexar County.

General Response 4: The collection and distribution of federal and state taxes to support transportation improvements are not tied to specific roadways or counties of origin. According to TxDOT's *Project Selection Process* (TxDOT Finance Division, Abridged Seventh Edition, November 2009), "Projects can be financed through a number of sources, including local funding, state funding (revenue from motor fuel taxes, registration fees, etc.), federal funding, debt financing, pass through financing, toll equity and public-private partnerships. Many projects are funded through a combination of resources. At the local level, TxDOT, the MPO, local officials and the public evaluate the project and work together to develop a strong proposal. Local transportation professionals, including engineers, planners and environmental specialists, evaluate the project's viability and environmental implications. Different solutions are evaluated and costs are estimated. TxDOT has 12 funding categories to fund various types of projects. Projects fall under the Statewide Preservation and Safety Program (SPSP) and the Statewide Mobility and Supplemental Transportation Program (SMSTP). Federal funds come from the Federal Highway Trust Fund, a pool of money generated by federal fuel taxes and other related fees from all 50 states and the commonwealths of the United States. Money from the Federal Highway Trust Fund is allocated to TxDOT based on formulas established by federal transportation legislation. The distribution of these federal funds throughout the state is based on criteria and funding formulas approved annually by the Texas Transportation Commission."

General Comment 5: I'm concerned that if US 281 is tolled more vehicles will choose to use access roads and neighborhood streets.

General Response 5: Alternatives involving tolls on new lanes on US 281 will also include non-tolled frontages roads that will operate in the same manner and with at least the same

number of lanes as existing on US 281 today. As a result, there will be adequate future capacity for motorists on US 281 who chose not to pay a toll and wish to travel the frontage roads. Diversion of traffic onto side roads is not anticipated to be an issue under any of the build alternatives.

General Comment 6: How will air quality be considered in the EIS?

General Response 6: NEPA and the Clean Air Act of 1970 (as amended) require the consideration of the impact highway improvements may have on local air quality. This is accomplished by determining whether or not localized carbon monoxide concentrations would be adversely affected by the proposed improvement. In the Draft EIS for US 281 this will be accomplished in accordance with TxDOT's Air Quality Guidelines 2006. In the Draft EIS you will find a calculated air quality impact for carbon monoxide for each of the alternatives to determine the potential for impacts along US 281. A mobile source air toxics analysis will be completed and documented in the Final EIS for the Preferred Alternative.

The Alamo RMA is focusing on reducing mobile source emissions to improve overall air quality. As you may have noticed, the US 281 Super Street has improved congestion, but the US 281 EIS will develop a long-term solution to the transportation problems along US 281. To further reduce demand on US 281, each build alternative being considered in the EIS includes complementary elements such as bus service, Park-and-Ride facilities, bike and pedestrian facilities, growth management, transportation demand management and transportation system management.

For more information on air quality in San Antonio please visit the [Alamo Area Council of Governments \(AACOG\) website](#). The Natural Resources Department at AACOG addresses air quality issues in this region by bringing together stakeholders from all interests to develop air pollution reduction plans that benefit our quality of life. Some of AACOG's projects to support this initiative include air pollution monitoring, data analysis, emission inventory development, modeling and reporting. To learn more about air quality and health in south Texas please visit www.CleanAirDrive.com.

General Comment 7: Why is public transportation being considered? Will a high speed train system be considered in the EIS?

General Response 7: As with any project going through the NEPA process, we are required to consider all Reasonable Alternatives. On US 281, public transit was not found to be a solution to all existing and future safety/traffic congestion problems. However, it does have a place in the community's tool box to provide mobility, and therefore the design for the US 281 build alternatives has been developed so as not to preclude implementation of high capacity transit at a future time, when additional highway widening might not be feasible or cost-effective.

Light rail was considered in Level 2 of the alternatives evaluation and screening process. It was eliminated for further consideration for the following reasons: (1) there is no existing system to connect to on US 281 south of Loop 1604; (2) the high cost to connect to a possible future system south of Loop 1604; and (3) the relatively low existing and forecasted (2035) population and employment density north of Loop 1604. However, through coordination with VIA Metropolitan Transit all build alternatives would maintain the opportunity for the future addition of high capacity transit and include one or more Park-and-Ride facilities with bus service.

This project addresses improvements along US 281 from Loop 1604 to Borgfeld. As mentioned earlier, public transit alternatives were considered along US 281. However, public transportation or highway improvements to other parts of the region were not addressed as part of this project.

The proposed build alternatives have been created such that they would address potential safety concerns along US 281.

General Comment 8: I'm concerned about impacts to the Edwards Aquifer and my drinking water. How can we improve US 281 with less of an impact to the aquifer?

General Response 8: The Corridor lies within the Edwards Aquifer Recharge Zone as defined by the Texas Commission on Environmental Quality. Corridor transportation improvements must comply with the rules set forth by Texas Commission on Environmental Quality pertaining to development and stormwater quality. The rules state that all storm water runoff must be treated by stormwater facilities to remove a certain percentage of the pollutant load contained within the runoff. Texas Commission on Environmental Quality refers to these pollutants as Total Suspended Solids.

The US 281 EIS Team is considering some innovative water quality and stormwater management approaches for possible application in the US 281 Project Corridor. Stormwater treatment facilities are traditionally comprised of mostly large, ponds that meet the Texas Commission on Environmental Quality requirements, but take up large amounts of valuable land and require heavy maintenance in order to maintain the aesthetics of the pond as well as its function. Most roadways in Texas manage or treat stormwater with collection inlets that convey the stormwater in pipes or box culverts, ultimately releasing it in large, "end-of-pipe" facilities located at the bottom of drainage areas. Conventional construction and storm drain system design typically alter natural hydrologic (water movement) functions by discouraging infiltration and groundwater recharge and increasing runoff flow rate and total runoff volume. The increased runoff flow rates are addressed with detention basins, but they do not address the additional runoff volume. It is this additional runoff volume that used to soak into the ground that is now on the surface and which ultimately has a negative impact on the downstream environmental conditions. The conventional methods are generally unattractive depositories for trash and are oftentimes out of scale with the surrounding neighborhood and community.

Alternatively, "distributed" water quality and stormwater management techniques address the hydrologic changes of impervious cover near the location of the precipitation impact (as opposed to the "end-of-pipe" methods) and make use of a multitude of several smaller Integrated Management Practices located throughout the watershed. Some technical journals refer to these techniques as Low Impact Development. These methods address water quality, runoff rate and runoff volume. Through the use of vegetation, soil amendments and grading they provide more distributed "storage" within the watershed which decreases the downstream impact of an increased impervious cover. These methods focus on Landscape Integrated Design into the overall stormwater management plan. The distributed methods tend to provide a better "base flow" condition to the receiving waterways (duration and frequency) which typically helps the overall habitat value.

With the recent innovations of distributed Integrated Management Practices technology and methodology, new stormwater facilities are being used that meet the Texas Commission on Environmental Quality requirements for Total Suspended Solids removal and also provide a much gentler and aesthetically pleasing environment. These methods have also been approved

to be used within the Edwards Aquifer Recharge Zone by the Texas Commission on Environmental Quality. These facilities typically require traditional landscape maintenance which would be performed regularly anyway.

Low Impact Development is a basic principle that is modeled after nature with the goal to manage rainfall/runoff at the source using uniformly distributed and dispersed, small, cost-effective stormwater structures and landscape features. Low Impact Development's goal is to mimic the predevelopment hydrology of a project site or property by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Low Impact Development relies heavily on smarter and advanced technologies because the emphasis of Low Impact Development is to make the land, a project or development sits on, act hydrologically like it was undeveloped land. These sustainable site design techniques also help to minimize or eliminate the need and cost for landscape irrigation.

Low Impact Development designs move the design focus away from a "collect, convey and discharge the runoff as quickly as you can" strategy to one that focuses on "slow down, soak up and spread out" the runoff. This treats stormwater near the precipitation impact instead of passing it onto another downstream parcel of land or stormwater network. The strategy includes, among other things, infiltration ("soak away") trenches, open vegetated road swales, vegetated biofiltration areas, pretreatment media vaults, permeable friction pavement, permeable sidewalks, oil/grease removal, urban forest landscape practices, and soil amendments that store and filter runoff. Typically, this strategy is accomplished at an equivalent or reduced cost over conventional stormwater collection and treatment, and provides increased benefits to communities and the environment. Each Integrated Management Practice has certain strong points or "performance capabilities" that are attractive; some function well in controlling the runoff volume, others help with regulating the peak flow rate, and others help with water quality. The new Low Impact Development strategy is also a great way to "green up" a community, using vegetation to make our communities more attractive.

Simply put, distributed water quality and innovative stormwater management techniques help keep rainwater on site, slowly releasing it, and allowing for natural physical, chemical and biological processes to do their job while avoiding environmental impacts and expensive treatment systems. The associated vegetation and landscaping also offers human "quality of life" opportunities by greening the US 281 Project Corridor, thus contributing to livability, value, sense of place, and aesthetics.

General Comment 9: Why have there been so many environmental studies? Why is an EIS necessary? Why does it take so long? When are we going to see some relief?

General Response 9: In recent history, numerous transportation improvements have been completed and proposed along US 281 within the project corridor. These projects have been evaluated under the NEPA through a series of Categorical Exclusions and Environmental Assessments. The environmental documentation history related to these improvements is summarized in the table below.

Table 3. History of US 281 Environmental Documentation

Highway	Limits	Document Type and Approval*	Approving Authority	Approval Date
US 281	Bitters Road to 2.5 miles north of Loop 1604 (Evans Road)	EA – FONSI	FHWA	August 8, 1984
US 281	Sonterra Blvd. (0.4 mile north of Loop 1604) to 2.5 miles north of Loop 1604 (Evans Road)	EA Reevaluation – FONSI	FHWA	December 11, 2000
US 281	At Stone Oak Parkway	CE	FHWA	June 2, 2002
US 281	At Borgfeld Drive	CE	FHWA	September 5, 2002
US 281	At Loop 1604 Interchange	CE	FHWA	March 31, 2005
US 281	Loop 1604 to Marshall Road	EA Reevaluation – FONSI	FHWA	May 24, 2005 (Approval Withdrawn)
US 281	Evans Road to Borgfeld Drive	EA – FONSI	FHWA	November 8, 2005 (Approval Withdrawn)
US 281	Loop 1604 to Borgfeld Drive	EA – FONSI	FHWA	August 14, 2007 (Approval Withdrawn)
US 281	At Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road (“US 281 Super Street”)	CE	FHWA	September 29, 2009
US 281	At Loop 1604 Interchange	CE	FHWA	February 23, 2010

*EA – Environmental Assessment, FONSI – Finding of No Significant Impact, CE – Categorical Exclusion

The US 281 (Loop 1604 to Marshall Road) project was let to construction in September 2005. However, a motion for preliminary injunction was filed by Aquifer Guardians in Urban Areas, and People for Efficient Transportation, Inc. (collectively “AGUA”) on December 21, 2005 seeking to bar further land clearing and construction on the expansion of US 281 north of Loop 1604 because of inadequate consideration of environmental issues. TxDOT prepared and submitted a letter to FHWA on January 10, 2006 requesting assistance in shaping an appropriate course of action in light of the review of the environmental studies on US 281 projects in northern Bexar County. FHWA reviewed TxDOT’s request and concurred that, under 23 CFR § 771.115, TxDOT could proceed with the preparation of a new Environmental Assessment and further concurred with TxDOT’s recommendation that a single Environmental Assessment be completed to address the environmental elements and factors for the project in the US 281 corridor from approximately Loop 1604 to Borgfeld Drive. With FHWA’s concurrence in the initiation of a new environmental document and recognition of issues raised by the public, FHWA withdrew prior environmental clearances on both 2005 US 281 Environmental Assessments, identified in the table above, resulting in the cancellation of construction activities along US 281 from Loop 1604 to Marshall Road. FHWA then directed TxDOT to prepare one

comprehensive Environmental Assessment for the US 281 project area from Loop 1604 to Borgfeld Drive within Bexar County.

The most recent Environmental Assessment project concluded with FHWA's issuance of a Finding of No Significant Impact or environmental clearance to proceed in August, 2007. A Complaint for Declaratory and Injunctive Relief was filed in February 2008 by AGUA, and Texans Uniting for Reform and Freedom (TURF) in US District Court for the Western District of Texas, San Antonio Division, against FHWA, TxDOT and the Alamo RMA. In October 2008, FHWA decided to withdraw the environmental clearance following TxDOT's announcement regarding irregularities in the procurement of a scientific services contract and calling into question components of the environmental document. FHWA called for the preparation of an EIS for US 281 from Loop 1604 to Borgfeld Drive. The Alamo RMA assumed responsibility for preparing the EIS. An EIS is required in order to maintain federal funding eligibility for US 281 transportation improvements, including any transit improvements that would be federally funded. In a November 10, 2008 letter from the FHWA Division Administrator to the TxDOT Executive Director, FHWA wrote that "the Federal Highway Administration will require that an EIS is required for any future federal transportation project in the US 281 Corridor."

The EIS process will take approximately four to five years to complete. This timeframe is required in order to give full consideration to the project alternatives, to give the joint lead, cooperating and participating agencies adequate time to review all project information, and to fully engage project stakeholders and the public.

Here are some of the project milestones in the process with approximate dates:

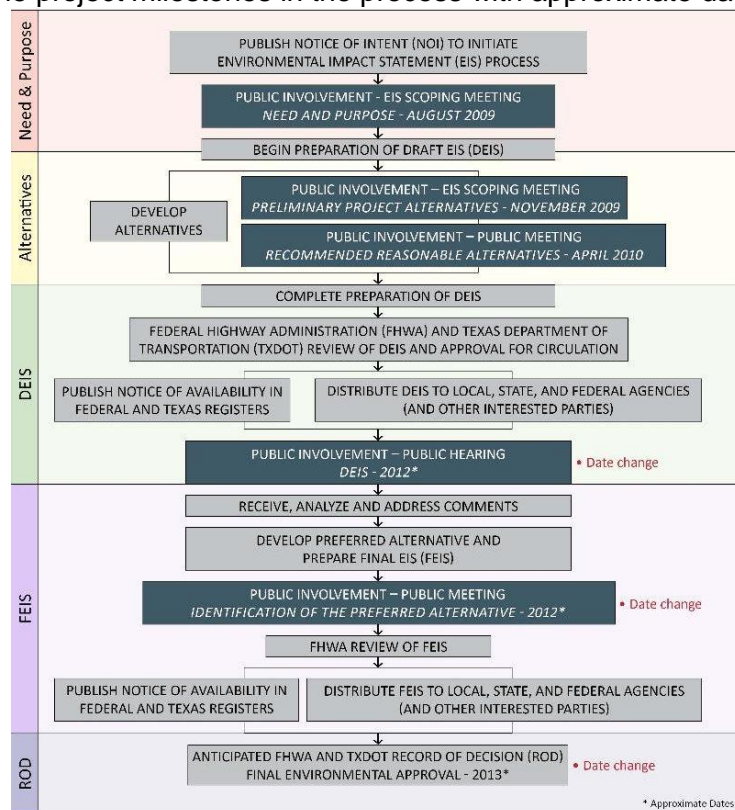


Figure 2 - EIS Process Diagram

If one of the build alternatives is the Selected Alternative and the Record Of Decision has been issued, and assuming that the funding is available the design and construction along the corridor would take approximately three to four years with an estimated completion date of sometime in 2016-2017.

General Comment 10: Which alternatives were carried forward in the process and evaluated in more detail?

General Response 10: Recommendations from the Level 3 evaluation were presented at Public Meeting #3. Based on public and agency comments, the following build alternatives have been identified for analysis in the Draft EIS. According to NEPA, the Alamo RMA must consider the full range of Reasonable Alternatives, which are defined as those that meet the need and purpose. Each of the Reasonable Alternative packages will be developed to include the complementary elements such as bus, Park-n-Ride facilities, growth management, transportation system management, transportation demand management and bike and pedestrian facilities.

The Expressway Alternative is a limited access facility with continuous one-way frontage roads along US 281. It consists of three main lanes and two/three frontage road lanes in each direction. This alternative will be analyzed as non-toll, toll, and managed lane options in the Draft EIS. Non-toll lane options could take the form of frontage road lanes and/or main lanes.

The Elevated Expressway Alternative is an elevated limited access roadway with three main lanes and two/three frontage road lanes in each direction; existing US 281 lanes would remain in place and function as frontage roads. Along the southern section of the roadway, from Loop 1604 north to Stone Oak Parkway, the elevated main lanes would be built on the outside of the existing US 281 roadway and would transition to the west side of the existing US 281 roadway on the northern section north of Stone Oak Parkway to Borgfeld Drive. This alternative will be analyzed as non-toll, toll, and managed lane options in the Draft EIS. Non-toll lane options could take the form of frontage road lanes and/or main lanes.

General Comment 11: I have concerns about Alternative 1. It does not improve the speed enough and many people will lose access to their property.

General Response 11: Alternative 1 has been eliminated from further consideration. The overall intent of the Overpass/Expansion Alternative, as presented at Public Meeting #3, was to develop a “smaller footprint, lower cost” approach to addressing the project’s need and purpose. This alternative proposed new grade separated intersections at Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, and Borgfeld Drive. The Overpass/Expansion Alternative and the Elevated Expressway Alternative were presented with driveways and side streets colored red in numerous locations and noted that “Direct access may not be allowed as shown due to safety concerns. Further analysis is required to determine safe access solutions. Solutions include frontage roads, backage roads, and purchase of access rights.” In addition to safe access, other measures of effectiveness like peak period travel speed, average daily traffic, and peak period level of service were also lower than the Expressway and Elevated Expressway alternatives. In the months following the April 2010 public meeting the US 281 EIS Team worked to identify safe access solutions and improve mobility performance.

The US 281 EIS Team analyzed two variations of the original Overpass/Expansion Alternative. The original alternative was presented at Public Meeting #3 in April 2010. The first variation

was presented to the Community Advisory Committee and the Peer Technical Review Committee in October 2010. The second variation (February 2011) was presented to the Community Advisory Committee in February 2011, and to the Peer Technical Review Committee in June 2011. Slide presentations made to all Community Advisory Committee and Peer Technical Review Committee meetings are posted to the project Web site, available for viewing at <http://www.411on281.com/us281eis/>.

During the effort to analyze safe access solutions it was determined that the safest and most economical access could be provided by the use of a frontage road in most locations. To incorporate frontage roads throughout the corridor would provide an alternative that was very similar to the Expressway Alternative – Non-toll. After extensive traffic and engineering analysis, the “smaller footprint, lower cost” approach was not able to adequately address the access and mobility needs of the project. This alternative was therefore eliminated from further consideration in the Draft EIS.

General Comment 12: Why can't the timing of the traffic signals along US 281 simply be improved?

General Response 12: The number of cars driving on US 281 during rush hour or peak traffic times overwhelms the function of the traffic signals and repeated efforts to re-time or re-synchronize the signals have not been able to appreciably improve travel speeds or reduce delays. However, one of the benefits of the Alamo RMA's US 281 Super Street project is that it has improved traffic flow by reducing travel times during peak periods between Loop 1604 and Marshall Road. Instead of waiting through multiple traffic signals to turn left, drivers are able to turn right, enter a protected U-turn lane, and when the main lane traffic is stopped, make a left hand turn to get moving. This interim solution will help provide relief from traffic congestion today, and give the Alamo RMA time to complete the Environmental Impact Statement to identify and provide long-term solutions to the congestion within this US 281 corridor. For more information on the Super Street project, please visit www.411on281.com.

General Comment 13: How do the complementary elements such as growth management, transportation system management and transportation demand management (including the creation of more work/live/play planned communities within the US 281 project corridor that could reduce commuting distances) weigh into each alternative?

General Response 13: Strategies to address congestion in the US 281 project corridor are included in *Mobility 2035*. These strategies are described below and are applicable to all alternatives including the No-Build Alternative.

Growth Management

Growth management refers to local and/or regional policy initiatives that are intended to influence the location and density of residential and commercial land uses in the metropolitan area. *Mobility 2035* has adopted a land use scenario that promotes Transit Oriented Development and Infill Development in the San Antonio area as a growth management strategy. As part of the infill strategy, this scenario limits growth outside of Loop 1604 in Bexar County and aims at more efficient land uses that reduce trip lengths.

It should be noted that implementation of these planning actions may vary within the US 281 project corridor. This is because a portion of the corridor is located in the City of San Antonio, from Loop 1604 to approximately Marshall Road, and the unincorporated area north of Marshall

Road is regulated by Bexar County. Unlike the City of San Antonio, Bexar County does not have the power to regulate zoning on land in the county, or the use or appearance of property.

Transportation System Management (TSM)

TSM refers to easily implementable, low capital cost transportation improvements that increase the efficiency of transportation facilities and services. The US 281 Super Street is an example of TSM. Other examples include improved signal management, access management, ridesharing, and incident management programs.

Transportation Demand Management (TDM)

TDM typically refers to policies and programs that are directed towards reducing single occupant vehicle travel. TDM can be an effective alternative to increasing capacity of a transportation system. Some examples of TDM include area pricing, alternative work schedules, and parking management.

In addition to the strategies highlighted above, the EIS is considering bus, Park-n-Ride facilities, and bike and pedestrian facilities in combination with each build alternative.

These strategies are analyzed in more detail in the Draft EIS.

General Comment 14: Toll roads are grossly overbuilt. We do not need a 20-lane toll road.

General Response 14: The analysis to determine the number of lanes needed throughout a roadway is based on the SA-BC MPO's traffic model for each alternative. There are currently no locations that propose a 20 lane wide cross-section. As an example, the typical cross-section for the Expressway Alternative is three main lanes both northbound and southbound with two to three lane frontage roads. At various locations in the Expressway Alternative, between the entrance and exit ramps, an additional lane was proposed to provide space for cars to safely merge with through traffic. The following figure illustrates a section of US 281 for the Expressway Alternative. In section A-A, there are a total of 14 lanes, eight are main lanes and six are frontage road lanes. In section B-B, there are again 14 lanes, six main lanes, six frontage road lanes, and two ramp lanes.

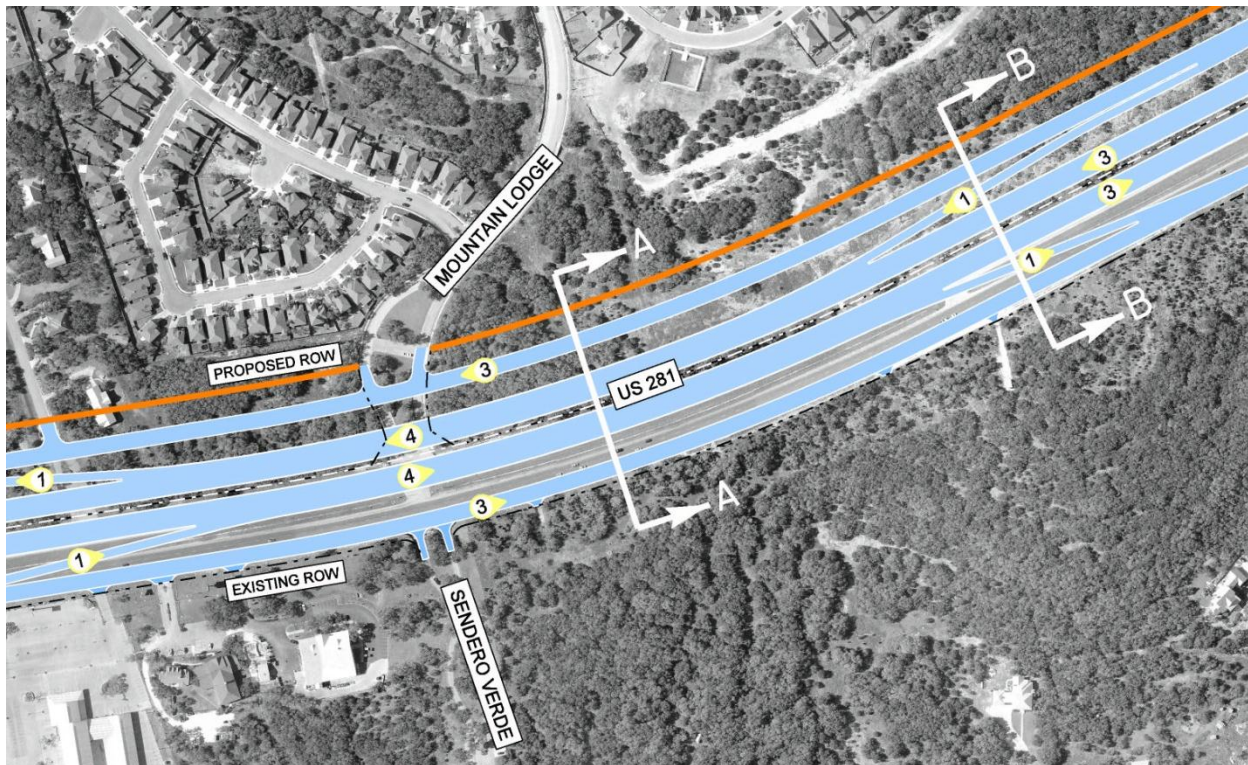


Figure 3 - Example of the Number of Lanes on US 281

Where the frontage roads approach a major cross-street, such as Evans Road or Stone Oak Parkway, there would be additional lanes proposed as necessary for U-turn and right turn lanes. The analysis to determine the number of lanes needed to accommodate turning movements has not been completed at this stage of the project.

General Comment 15: Why is US 281 being considered for tolling, but not I-35 or I-10? They have much more traffic.

General Response 15: Both non-toll and toll funding and/or financing options for US 281 transportation improvements will be considered during the EIS process. Current state and federal laws and regulations do not allow existing lanes of highways like I-35 or I-10 to become tolled lanes. However, if additional lanes are added to these facilities in the future, tolls could be

defined as an appropriate funding source for this additional capacity based on laws and regulations governing at that time.

General Comment 16: How will High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lanes be considered in the EIS?

General Response 16: HOV lanes and HOT lanes are being considered under the managed lane option. Under this option, all main lanes would offer free passage for transit vehicles and car pools that are registered with a tag in place; all other vehicles, unless exempted by Texas State Law, would pay a fixed fee toll, in accordance with Alamo RMA toll policy. The frontage road lanes would be non-toll.

General Comment 17: Questions about the US 281 Super Street, the US 281/Loop 1604 Interchange and the Loop 1604 EIS.

General Response 17:

US 281 Super Street - FHWA has approved the environmental document (a Categorical Exclusion) for proposed operational and safety improvements on US 281 at Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road, commonly referred to as the "US 281 Super Street." While not a permanent fix for the congestion on US 281, the Super Street is an interim solution, to provide relief today between Encino Rio Road and Marshall Road, while allowing the work on the US 281 EIS to move forward. Work on the US 281 Super Street started in March 2010 and was completed in fall of 2010. The US 281 Super Street is a separate project from the US 281 EIS; for more information regarding the US 281 Super Street project please visit www.AlamorMA.com.

US 281/Loop 1604 Interchange - As part of the American Recovery and Reinvestment Act of 2009 (ARRA), also known as the Federal Stimulus program, the Alamo RMA has received \$140 million in funding to construct four non-toll southern direct connectors between US 281 and Loop 1604 on the north side of San Antonio. In April 2010, the Alamo RMA Board of Directors awarded Williams Brothers Construction Company the Design- Build contract. These four connectors will help provide direct access between these two roadways for approximately 50,000 vehicles a day when construction is finished. The US 281/Loop 1604 Interchange is a separate project from the US 281 EIS. For additional information on this project or to submit a comment, please visit www.AlamorMA.com.

Loop 1604 EIS - The Loop 1604 EIS began in 2009 for the portion of Loop 1604 from FM 1957 (Potranco Road) to IH 35 North. Inclusion of the portion of Loop 1604 between US 90 West and Potranco Road (FM 1957) has been added since the first public scoping meetings were held on October 21 and 22, 2009. For more information or to provide comments on this project, please visit www.morefor1604.com.

Each of these projects – the US 281 Super Street, US 281/Loop 1604 Interchange, and Loop 1604 – is a separate project with independent utility. The impacts from each project will be accounted for in the US 281 EIS analysis of indirect and cumulative impacts. The 281 EIS will account for the impacts from the Loop 1604 project that fall within the US 281 resource study areas.

General Comment 18: Why was the Peer Technical Review Committee created?

General Response 18: The Peer Technical Review Committee was created in an effort to continue the partnership with participating and cooperating agencies. The FHWA, TxDOT and

Alamo RMA formed this committee to foster expert oversight and gather input from participating and cooperating agencies at key coordination points throughout the EIS process, including:

- Development of the Need and Purpose to improve the US 281 corridor
- Identification of the range of alternatives for the US 281 corridor
- Collaboration on methodologies to be used
- Completion of the Draft EIS
- Identification and refinement of the Preferred Alternative
- Completion of the Final EIS

The Committee, which is chaired by the FHWA, had its first meeting in November 2009 and will continue to work cooperatively throughout the project to provide input on data and methodologies for the EIS process. Members of the Peer Technical Review Committee include:

- Federal Highway Administration
- Alamo Regional Mobility Authority
- Texas Department of Transportation
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Texas Parks and Wildlife Department
- Texas Commission on Environmental Quality
- Edwards Aquifer Authority
- Bexar County
- San Antonio – Bexar County Metropolitan Planning Organization
- VIA Metropolitan Transit
- San Antonio Water System
- City of San Antonio
- Texas Historical Commission

General Comment 19: How will the improvements to US 281 connect with the existing highway near the Comal County Line?

General Response 19: The US 281 improvements would transition back to meet the existing two lanes in both the northbound and southbound direction before reaching the Cibolo Creek bridge crossing at the Bexar/Comal County Line. Transitioning from a controlled access freeway (proposed US 281 Corridor Project) to a highway with fewer lanes will be designed in accordance with adequate safety and design criteria for these circumstances. This will include the placement of signs and speed reductions as appropriate. A similar transition situation occurs today on US 281 between Redland Road and Encino Rio and at other locations around the state where controlled access freeways must be transitioned to highways or arterial roadways.

In addition, the Comal County Major Thoroughfare Plan includes upgrading US 281 to a controlled access freeway immediately north of the US 281 Corridor Project, from the Bexar County line to the Kendall County line.

General Comment 20: Will sound barriers be considered in the US 281 EIS? If so, when?

General Response 20: A traffic noise analysis following the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise (April 2011) will be completed along the US 281 corridor in

association with the EIS. This analysis will include the determination of the existing traffic noise levels, the prediction of future (in 2035) traffic noise levels and consideration of noise abatement measures (including noise barriers) for areas where a noise impact occurs. This analysis will be conducted using FHWA's Traffic Noise Model.

The noise barriers proposed in the previous US 281 Environmental Assessment (2007) conducted by TxDOT were withdrawn when FHWA decided to withdraw the environmental clearance. Subsequently, FHWA called for the preparation of an EIS for US 281 from Loop 1604 to Borgfeld Drive.

General Comment 21: Tolling public property, such as the US 281 right-of-way, is illegal.

General Response 21: Texas Transportation Code Section 228.201(a)(4) states that as long as a highway is reconstructed so that the number of non-tolled lanes is greater than or equal to the number of lanes that existed before the toll lanes were added, the project is not considered a conversion of an existing highway to a toll road. Moreover, state law directly prohibits the conversion of an entire, existing road to a toll facility. In other words, the public must have access to the equal number of non-tolled lanes as it had prior to the addition of the tolled capacity. Depending on the location, the current tolled alternatives have 2 or 3 non-tolled lanes in each direction in the corridor. If the US 281 EIS selects a tolled or managed improvement option, there would still need to be at least the same number of non-tolled lanes available to the public as exists today.

The Alamo RMA is following the Texas Transportation Code, cited above, and all the alternatives under consideration for toll or managed lane financing will be in compliance with the section of the law.

General Comment 22: I'm concerned about how the toll facility would be operated. Will there be toll plazas? What happens if someone does not have a toll tag?

General Response 22: If US 281 was developed as a toll road, current policy and design standards will result in the use of technologies which permit motorists to travel on the highway without stopping or slowing down for traditional toll plazas. Instead, gantries (which resemble sign supports over major freeways) would be erected along the route. Toll tag card readers would be hung off these gantries to identify each motorist's toll tag. If a vehicle does not have a toll tag, cameras would focus on the vehicle's license plate and take a picture of just the tag – not the vehicle's occupants. This picture would then be run through an optical character reader, and the license plate would be compared to the DMV database. A bill would then be sent to the owner of the vehicle requesting payment for the tolls.

General Comment 23: I'm concerned about abuses to eminent domain.

General Response 23: Texas Attorney General Gregg Abbott notes: "Under Texas law, eminent domain is the legal authority to take private property for public use. The takings process itself is called condemnation. Effective February 1, 2008, Texas property cannot be taken unless the condemning authority first provides the Landowner's Bill of Rights to the affected property's owners. All rights outlined in this document apply every time any entity uses eminent domain to take a Texas landowner's private property. The Texas Landowner's Bill of Rights consists of 10 basic principles: (1) You are entitled to receive adequate compensation if your property is taken for a public use. (2) Your property can only be taken for a public use. (3) Your property can only be taken by a governmental entity or private entity authorized by law to do so.

(4) The entity that wants to take your property must notify you about its interest in taking your property. (5) The entity proposing to take your property must provide you with an assessment of the adequate compensation for your property. (6) The entity proposing to take your property must make a good faith offer to buy the property before it files a lawsuit to condemn the property. (7) You may hire an appraiser or other professional to determine the value of your property or to assist you in any condemnation proceeding. (8) You may hire an attorney to negotiate with the condemning entity and to represent you in any legal proceedings involving the condemnation. (9) Before your property is condemned, you are entitled to a hearing before a court-appointed panel that includes three special commissioners. (10) If you are unsatisfied with the compensation awarded by the special commissioners, or if you question whether the taking of your property was proper, you have the right to a trial by jury. The Texas Landowner's Bill of Rights, along with an explanation of the condemnation process, is available at www.texasattorneygeneral.gov."

Senate Bill 18 (Truth in Condemnation Procedures Act) was passed by the Texas Legislature in 2011. This bill created new requirements for governmental entities including the Alamo RMA. Among these new requirements are the following:

1. Before starting a condemnation process, the RMA must authorize the initiation of the condemnation at a public meeting with a recorded vote. Such a vote must be included as an agenda item in the usual posted notice for the public meeting.
2. When the RMA makes its initial offer to acquire property, it must disclose by certified mail, return receipt requested, any and all appraisal reports produced or obtained by the RMA within the preceding ten years.
3. Property owners must respond by submitting any and all appraisals used in determining the owner's opinion of value to the RMA no later than the earlier of ten days after receiving the report or the third business day before the special commissioner's hearing.
4. The RMA may not include a confidentiality requirement on any offer or purchase agreement.
5. Before initiating a condemnation proceeding, the RMA must make a "bona fide" offer to acquire the property voluntarily from a property owner. A "bona fide" offer will include the following:
 - a. An initial offer has been made in writing to the property owner,
 - b. A final offer in writing, made at least 30 days after the initial offer is made, must be equal to or greater than the value indicated by a certified appraiser,
 - c. During the offer process, the RMA must provide:
 - i. A copy of the written appraisal;
 - ii. A copy of the deed, easement, or other instrument conveying the property sought to be acquired; and
 - iii. The aforementioned "Landowner's Bill of Rights" statement
6. The property owner has at least 14 days to respond to the final offer before filing an eminent domain petition.
7. Adequate notice (up to 40 days) must be provided prior to holding a special commissioner's hearing. This time will provide both parties the opportunity to strike one of the three commissioners appointed by the judge.
8. The material impairment of "direct access" (defined as ingress or egress on or off a public road, street, or highway) to the property that affects the market value of the

remaining property must be addressed by the special commission, but the commission may not consider any such impairments which are experienced in common with the general community, including circuitry of travel and diversion of traffic.

9. The RMA will have to provide relocation compensation in addition to compensation for land taken or damaged.
10. A property owner shall be provided the right to repurchase real property acquired through eminent domain if the public use for such property is canceled within ten years.

General Comment 24: What happened to the original plan TxDOT proposed in 2000? Why can't you just build the overpasses?

General Response 24: Without environmental clearance in place, we cannot add new capacity (using federal funds) to US 281. The Alamo RMA's US 281 EIS will help regain environmental clearance for new capacity to be added to US 281, provided the EIS ultimately recommends a build alternative. This action could allow for overpasses and new lanes to be built - or any other option for new capacity.

Overpasses with entrance/exit ramps and frontage roads will be considered as an alternative within the EIS process.

Please see General Response 9 for more information on the previous environmental studies.

General Comment 25: Why was this meeting format chosen? The meeting materials seemed so elaborate and costly. Why was this necessary?

General Response 25: This meeting took place in the evening from 5:30 pm to 8:30 pm. The format was an open house, followed by a presentation and a small group exercise. The intent of the meeting format is to provide a free exchange of project views and concerns while accommodating the different ways in which people learn and communicate. The open house format kept everyone informed about the EIS process while allowing attendees to discuss their own comments and questions with a variety of subject matter experts through engaging, two-way dialogues. The presentation provided an explanation for the purpose behind the meeting and all the exhibits on display. After the presentation, attendees were broken into small groups to discuss the information presented in the open house and the presentation in more detail. This exercise provided an opportunity for participants to hear and exchange differing viewpoints with each other and provide input on the need and purpose for improvements to US 281, and a range of alternatives to address growth, improve safety, improve mobility and enhance quality of life in the US 281 corridor.

The readability and understandability of meeting materials is important to engage stakeholders and to gather meaning input. Comments and input received as part of this outreach helped shape the alternatives and impact analysis used in the US 281 Draft EIS.

In light of the specific goal of Public Meeting #3, which is to get a broad spectrum of public input to the NEPA scoping process, the format of this meeting has proven to be effective, and produced a useful record for the project.

After this meeting, there will be a Public Hearing as part of the US 281 EIS that will occur following the release of the Draft EIS. After the public hearing, there will be a public meeting to identify the Preferred Alternative.

There are several ways to stay involved and informed about the US 281 EIS between public meetings including:

- signing up for the E-newsletter (<http://www.411on281.com/us281eis/index.cfm/mailling-list-sign-up/>);
- checking the project website (www.411on281.com/us281eis/);
- asking Alamo RMA staff to come present information on the EIS at an organizational meeting (<http://www.411on281.com/us281eis/index.cfm/speakers-bureau/>); and/or
- following the US 281 EIS on Facebook (<http://www.facebook.com/411on281>) or Twitter (<http://twitter.com/411on281>).

General Comment 26: Why are overpasses being proposed and not underpasses? Adding an overpass so close to my backyard will lower my property value and affect the view from my house. If this happens, will my home be purchased?

General Response 26: A general engineering analysis was completed at each overpass location to evaluate earthwork, right-of-way, and drainage impacts of using an overpass or an underpass. At all locations, the results of this analysis indicated that an overpass would provide the best option.

The EIS will address potential visual impacts from both of the build alternatives. These impacts will be described from the perspective of individuals with a view from the road (roadways users) and individuals with a view of the road (roadway viewers).

The potential impacts to property values from the US 281 Corridor project will be addressed in the EIS.

Potential residential and commercial displacements that may result from both of the build alternatives will be addressed in the Draft EIS. After a Preferred Alternative is identified a more detailed analysis of displacements will be conducted and described in the Final EIS. This process will be consistent with the requirements in the *Uniform Relocation Assistance and Real Property Acquisition Policies Act*. The Uniform Act contains specific requirements that determine the manner in which a government entity acquires private property for public use when federal funds are used for any phase of a project.

General Comment 27: The presentation mentioned growth projections that seem unrealistic. Where did these numbers come from?

General Response 27: The growth forecasts were supplied by the SA-BC MPO. They included forecasts for the years of 2015, 2025, and 2035. For the study area in Bexar County, outside of Loop 1604, the SA-BC MPO forecasts no additional population growth past 2015, and therefore the population forecasts for that area are the same for all three years.

General Comment 28: Who decides which alternative will be the Preferred Alternative?

General Response 28: As the lead agencies for this EIS, the FHWA, TxDOT and Alamo RMA will identify a Preferred Alternative. To make this decision the joint lead agencies will consider

the full range of direct, indirect and cumulative effects of each of the alternatives (including the No-Build Alternative) considered in the Draft EIS and all public and agency comments received during the review of the Draft EIS. After a Preferred Alternative is identified, it will be presented at a public meeting; and analyzed in more detail in the Final EIS.

General Comment 29: Why can't we vote on how to improve US 281?

General Response 29: It is important to understand that commenting or providing input during the EIS process is not a vote on whether an action should take place or not. However, public input can influence the decisions made during this process. The NEPA requires that project decision makers be informed of the environmental consequences of their decisions.

General Comment 30: Why were costs not included in the meeting information?

General Response 30: Due to the early stage of the EIS at the time of this meeting in April 2010, the alternatives were presented at a conceptual level of detail. The Overpass/Expansion Alternative and the Elevated Expressway Alternative were presented with driveways and side streets colored red in numerous locations and noted that "Direct access may not be allowed as shown due to safety concerns. Further analysis is required to determine safe access solutions. Solutions include frontage roads, backage roads, and purchase of access rights." Once the effort to analyze safe access solutions was further along in the process, the preliminary cost estimates were presented for the build alternatives to the Community Advisory Committee on February 16, 2011, and refined cost estimates will be included in the Draft EIS.

All materials from public meetings and Community Advisory Committee meetings are available on www.411on281.com/US281EIS.

General Comment 31: Does the EIS consider the impact to tourism?

General Response 31: The EIS will consider the existing economic characteristics of the US 281 project corridor and potential impacts to economic conditions. However, the purpose of the US 281 corridor project is to improve mobility and accessibility, enhance safety, and improve community quality of life for all users, including visitors to the San Antonio area.

General Comment 32: Why were improvements to Blanco Road and Bulverde Road eliminated from further consideration in the Draft EIS?

General Response 32: This alternative, as presented at Public Meeting #3, proposed new grade separated intersections on US 281 at Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, and Borgfeld Drive. Additionally, US 281, Blanco Road, and Bulverde Road were expanded to three lanes in each direction from Loop 1604 to Borgfeld Drive (US 281 in case of Bulverde Road). This alternative was recommended for elimination at Public Meeting #3 due to the following reasons:

- High potential impact to Camp Bullis mission: The widening of Blanco Road, which is adjacent to Camp Bullis, would have a potential for impact to the Camp Bullis mission
- Right-of-way: The total right-of-way for this alternative was much higher as compared to the other build alternatives

- Residential Displacements: This alternative impacted 34 residences along the corridors as compared to none to three residences for the other build alternatives
- Environmental Factors: This alternative had higher impact to other environmental factors such as stream crossings and impervious cover as compared to the other build alternatives

In addition to the above factors that are mostly a result of the widening of Blanco Road and Bulverde Road, there were other measures of effectiveness like peak period travel speed, average daily traffic, peak period level of service, and safe access that were lower than the Expressway and the Elevated Expressway alternative. This alternative was eliminated from further consideration in the Draft EIS after this meeting.

General Comment 33: Is it possible to restripe US 281 to accommodate three lanes in each direction?

General Response 33: No, the existing pavement width is not wide enough to accommodate three lanes in each direction and still have the shoulder width required for an expressway facility.

General Comment 34: Will the traffic flow in north central San Antonio be considered in the US 281 EIS or does it only consider traffic flow on US 281 between Loop 1604 and Borgfeld Drive?

General Response 34: A travel demand model provided by the SA-BC MPO was used to predict how each build alternative would affect traffic patterns in the US 281 corridor. This model includes a network of roadways covering the entire San Antonio region, including US 281, Loop 1604, Blanco Road, Bulverde Road, etc. It also includes all planned improvements in *Mobility 2035*.

General Comment 35: Who decides which projects are funded in the San Antonio area and which ones are not funded?

General Response 35: The SA-BC MPO develops transportation plans and programs that address the needs of the greater San Antonio area. The MPO is led by the Transportation Policy Board and determines how transportation funds should be spent in the region.

Projects listed in the long range transportation plan are selected through the SA-BC MPO's technical analysis and public involvement process. Since the long range plan is a financially constrained plan, projects may only be programmed up to the amount of anticipated funding for the 25-year period covered in the plan.

The transportation infrastructure needs of the region are far greater than future funding amounts anticipated over the next 25 years. Diversions of the State and Federal fuel tax create a significant deficit in the amount of funding available for transportation projects. However, even if these diversions were removed, the SA-BC MPO and its planning partners would still need to continue to find innovative ways to preserve, maintain, and expand the region's transportation infrastructure.

5.2. Specific Comment Responses

If a comment was only brought up by one person or was particularly complex in nature it was given a specific response. This is indicated by "Specific Response see **Section 5.2**" located in the **Response #** column of **Table 2**.

Response to Comment 32: The US 281 EIS Team has coordinated with and will continue to coordinate with VIA throughout the EIS process. For the US 281, public transit was not found to be a solution to all the existing and future safety/traffic congestion problems. However, through coordination with VIA both build alternatives would maintain the opportunity for the future addition of high capacity transit and include Park-n-Ride facilities with bus service.

The EIS is focused on improvements to US 281 between Loop 1604 and Borgfeld Drive and does not address commutes to and from military bases.

The US 281 EIS team has analyzed crash data within the US 281 corridor. Based on this analysis the enhancement of safety has been defined as a purpose for this project. The alternative selected in the EIS will provide a long-term solution to improve mobility and accessibility, enhance safety, and improve community quality of life in the US 281 corridor. While the EIS is being conducted, the US 281 Super Street was constructed between Encino Rio Road and Marshall Road. This project has provided an interim solution that has added turn lanes and improved operations.

Response to Comment 52: In the Overpass/Expansion Alternative (April 2010), the average peak period speeds were 20 mph in the year 2035 as compared to an existing speed of 25 mph today. The existing traffic on US 281 is 90,000 vehicles per day and therefore the facility operates at an average peak period speed of 25 mph. In 2035, the Overpass/Expansion Alternative is projected to carry 170,000 vehicles per day with an average peak period speed of 20 mph.

After this Public Meeting, the US 281 EIS Team analyzed two variations of the Overpass/Expansion Alternative. The first variation was presented to the Community Advisory Committee (CAC) and the Peer Technical Review Committee (PTRC) in October 2010. In the October 2010 version the northern section, due to the addition of traffic signals and more vehicle conflicts associated with side streets and driveways, the average peak period speed in 2035 decreased to 12 mph. The second variation (February 2011) was presented to the CAC in February 2011, and to the PTRC in June 2011. This revised alternative still substantially underperformed the Expressway and Elevated Expressway Alternatives. Slide presentations made to all CAC and PTRC meetings are posted to the project web site, available for viewing at <http://www.411on281.com/us281eis/>.

There are a number of driveways that exist or are permitted today that currently serve many of the properties and businesses along US 281 and provide them with direct access to the highway. Changing this access in such a way that it is removed completely from US 281 and only provided via arterial roads would be viewed as damaging to the value of the property and could involve substantial payments for damages in many instances. In other locations like Florida, freeways are often built without driveways being permitted to adjacent properties. The US 281 EIS Team examined options to provide access along US 281 via roadways or other alternative methods. Under such an approach, traffic on the arterial roads would increase significantly, requiring expansion to accommodate the volume of traffic. In most instances there are needs to construct additional roads to serve properties. This has resulted in additional right-of-way and utility relocation costs and an increase in impervious cover along the arterials and new roads.

The SA-BC MPO forecasts little additional growth in Bexar County outside of Loop 1604 beyond which is already permitted for development. The US 281 corridor also serves traffic originating

from or destined to Comal County. In 2035, population in the area along US 281 between Loop 1604 and the Comal County line is projected to increase by 32% under the SA-BC MPO's adopted forecast. The growth forecast for Comal County is much higher. Continued growth in Comal County and the longer distance "through" traffic contributes to the undesirable traffic conditions between Loop 1604 and Borgfeld Drive.

The non-toll, toll, and managed lanes scenarios have three main lanes in each direction and two to three frontage road lanes in each direction. A reduced footprint for the Expressway – non-toll scenario was explored, but capacity considerations and safety requirements for on and off ramps and the access and egress between the main lanes and the adjacent land uses contributed to the proposed frontage road lane configuration. Regarding the Elevated Expressway Alternative, the alternatives analysis considered the impacts of aesthetics and limited access.

Managed lanes are alternative operational strategies for the Expressway and Elevated Expressway alternatives that will be considered in the Draft EIS along with non-toll and toll alternatives.

Response to Comment 53: Detailed information on the alternatives development and screening process and the results of this process were provided at the public meeting. All handouts, exhibits and presentation slides are included in **Appendix C**.

Due to the early stage of the EIS in April 2010 when this meeting occurred, the alternatives were presented at a conceptual level of detail. The Overpass/Expansion Alternative and the Elevated Expressway Alternative were presented with driveways and side streets colored red in numerous locations and noted that "Direct access may not be allowed as shown due to safety concerns. Further analysis is required to determine safe access solutions. Solutions include frontage roads, backage roads, and purchase of access rights." Once the effort to analyze safe access solutions was further along in the process, the preliminary cost estimates were presented for the build alternatives to the Community Advisory Committee on February 16, 2011, and refined cost estimates will be included in the Draft EIS. All materials from public meetings and Community Advisory Committee meetings are available on www.411on281.com/US281EIS. Other information was and will continue to be provided as it becomes available.

The toll and managed lane options would have all main lanes (not frontage roads) as tolled or managed; however, if a tolled or managed lane option were to be selected, the toll rate and policy for managed lanes will be determined in accordance with Alamo RMA toll policy. [The construction timelines will largely depend on the funding availability. With limited information on public funding for the non-toll option, and without a current investment grade Traffic and Revenue analysis for the toll and managed lanes options, it is difficult to estimate construction timelines for the alternatives.]

In the Overpass/Expansion Alternative (April 2010), the average peak period speeds forecasted were 20 mph in the year 2035 as compared to an existing speed of 25 mph. Though it may be hard to comprehend that speeds would actually decrease after constructing overpasses at major intersections and adding lanes on the northern section of US 281, it should be considered in context of how large the traffic demand is or will likely be during each time period. The existing traffic on US 281 is 90,000 vehicles per day and therefore the facility operates at an average peak period speed of 25 mph. If no improvements were made until 2035, the facility would likely accommodate 115,000 vehicles per day, but the average peak period speed would

decrease substantially to as low as 5 mph. Construction of the overpasses and additional lanes could be expected to provide substantial improvement to capacity and speed in 2035 but the traffic demand would be expected to increase from 115,000 to 170,000 vehicles per day. These demands would rise more than the additional capacity could serve, so the average peak period speed would likely fall from 25 mph to 20 mph. Though this is lower than the existing 25 mph, the average daily traffic is also much lower at about half of what it would be in 2035. The higher average peak period speeds forecasted for the Expressway Alternative consider the elimination of all major and minor cross street and driveway conflicts through construction of continuous frontage roads. The increased speed also reflects the additional capacity the two to three lane frontage roads in each direction would provide.

After this Public Meeting, the US 281 EIS Team analyzed two variations of the Overpass/Expansion Alternative. The first variation was presented to the Community Advisory Committee (CAC) and the Peer Technical Review Committee (PTRC) in October 2010. In the October 2010 version the northern section, due to the addition of traffic signals and more vehicle conflicts associated with side streets and driveways, the average peak period speed in 2035 decreased to 12 mph as compared to 37-49 mph for the Expressway and Elevated Expressway Alternatives. The second variation (February 2011) was presented to the CAC in February 2011, and to the PTRC in June 2011. This revised alternative still substantially underperformed the Expressway and Elevated Expressway Alternatives. Slide presentations made to all CAC and PTRC meetings are posted to the project web site, available for viewing at <http://www.411on281.com/us281eis/>.

SA-BC MPO plans are updated frequently to address changes to the growth forecasts based on what the area has experienced in the recent years. Plans created in the 1990's relied upon forecasts which assumed a continuation of growth experienced in the 1990's. The area along US 281 experienced much higher growth in the 2000's as compared to the 1990's, and therefore it is reasonable to expect the originally forecasted infrastructure needs would change over time. Additionally, plans from the 1990's would have relied on planning horizons around the year of 2020, while current planning efforts such as the US 281 EIS must be predicated on a year 2035 horizon which will include additional growth not contemplated in the earlier studies.

Despite major differences in the amount of capacity provided in each alternative, the demand will be similar in all instances. That is largely because there are no alternate routes with available capacity for this traffic to use in traveling between the study area (as well as further north in Comal County) and Loop 1604/downtown San Antonio. The traffic forecasts (which are based on the SA-BC MPO procedures) are intended to identify the likely traffic demands in future years.

Traffic and Revenue studies are more specialized efforts for financial institutions, which seek to quantify the lowest amount of traffic likely to use toll facilities based on various risks (macro economic conditions, fuel prices, inflation, value of time, etc.) Therefore, general traffic forecasts are not comparable to traffic and revenue studies due to the difference in their purpose. In a similar fashion, the managed lane projects which exist in Texas today are both located in Houston, and are limited in scope to a small portion of the total roadway cross section. As such, they should represent a small portion of the total demand. All new main lanes would be operated as managed lanes under the managed lane option. This would provide more opportunities for motorists to use these lanes.

Though it is quite difficult to accurately forecast travel patterns, employment patterns, or development patterns 30 years from now, the role of planning is to ensure that the necessary

facilities and infrastructure are in place if and when growth occurs. In order to ensure that the changes in the social, environmental, and economic conditions are reflected in long range planning, the SA-BC MPO updates the long range transportation plan every five years. This is also reflected in the fact that the growth forecasts for the US 281 study area in the current SA-BC MPO plan, *Mobility 2035*, are much higher than in the plan a decade ago. This continuous planning process ensures that the future growth is addressed appropriately and the planned transportation system is developed to accommodate it. Looking back in history, the demand in the 1950s did not justify major portions of the Interstate system. However, today it would be hard to imagine the United States without this Interstate system.

Facilities should not be viewed only in the context of opening day traffic since they are built to serve for several decades. As an example, most circumferential and “development” highways open to relatively low demand, and only over time do traffic volumes grow. In the instance of US 281, which is a radial freeway connecting a growing suburban and exurban area with a large central business district, the demand is already occurring, and the likelihood of growth is strongly expected. Indeed, citizens are already suffering from the effects of this growth. However, *Mobility 2035* demonstrates that existing motor fuel tax revenues are not adequate to support the improvements required to solve the forecasted problems. If motor fuel taxes were raised, additional revenues could be provided, but in the absence of increasing those taxes, other forms of revenue generation may be required to solve the problem.

No bias or “skew” has been included in any of the analyses conducted by the US 281 EIS Team. The Expressway and Elevated Expressway Alternatives do provide more capacity than the Overpass/Expansion Alternative. This results in service to more motorists, at higher speeds, and safer operations. The Draft EIS will present cost estimates and analyze potential impacts on the Edwards Aquifer.

A Preferred Alternative will not be identified in the Draft EIS or at the Public Hearing. After all public comments have been considered from the Public Hearing, a Preferred Alternative will be recommended for additional analysis in the Final EIS. Public Meeting #4 (anticipated in late 2012) will provide an opportunity to ask questions about the Preferred Alternative, discuss topics important to you with other citizens, and submit comments.

The Overpass/Expansion Alternative (April 2010) would have provided grade separations at major interchanges as described during the public meeting. The major difference between the Overpass/Expansion and the Expressway and Elevated Expressway is that Overpass/Expansion would not have provided full control of access. This means that the properties along US 281 would have access to US 281 – via frontage roads if they existed, or directly onto the main lanes. If a driveway connected to US 281 directly at the main lanes, future traffic growth may have warranted a signal for safety purposes. These signals would have reduced capacity, increased potential vehicular conflicts, and also reduced speeds. Backage road solutions were investigated, but would have required purchase of private lands, and likely still required the purchase of access rights to control access to US 281. Improvements to arterial roads surrounding US 281 were also explored. A number of such improvements are already planned, but would not solve all of the existing or anticipated traffic problems. Additional arterial improvements were considered, but their impact on neighborhoods and the environment would be more adverse.

After the April 2010 Public Meeting, during the effort to analyze safe access solutions it was determined that the safest and most economical access could be provided by the use of a frontage road in most locations. To incorporate frontage roads throughout the corridor would

provide an alternative that was very similar to the Expressway Alternative – Non-toll. After extensive traffic and engineering analysis, the “smaller footprint, lower cost” approach was not found to adequately address the access and mobility needs of the project. Overpass/Expansion was therefore eliminated from further consideration in the Draft EIS. See General Response 11 for more information.

Frontage roads are used in all alternatives to provide access to land parcels while minimizing congestion and safety issues through the control of access to US 281. These needs are independent of whether tolls are used or not. The traffic studies associated with these alternatives have shown that the lack of improvements (toll or non-toll) to US 281 will result in more traffic diverting through neighborhoods because of congestion on US 281.

6.0 NEXT STEPS

6.1. Meeting Report Posting and Notification of Comments Receiving a Response

The Alamo RMA will, once the meeting report is approved, post the meeting report on the website developed for the exchange of information with the community on US 281 improvements, specifically, www.411on281.com.

Once the meeting report is approved, the Alamo RMA will provide notice to all individuals who submitted a comment and supplied contact information. A notice will be sent in the similar medium as the comment was received describing that their comment has been addressed within the meeting report. At this time, the Meeting Report will be available on the project website at www.411on281.com, available for public review in hard copy form at the Alamo RMA offices and at public library locations along the US 281 corridor.

APPENDIX A
Legal Notices and
Other Methods of Meeting Advertisement

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Announcements and Media Coverage

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10 Palabras por \$5.00 y 40¢ por cada palabra despues. Estas tarifas se aplican al servicio clasificados de anuncios personales, bienes raíces, autos, empleos, ventas, ventas de garaje y servicios de publicidad. Tarifas adicionales disponibles cuando sean requeridas.

Aceptamos: Dinero en efectivo cheques personales y money orders

APUESTOS/BIDS

ALAMO COLLEGES BID/PROPOSAL INVITATION

The Alamo Colleges is receiving sealed bids/proposals prior to 2:00 PM, unless otherwise indicated, on the dates shown below at the District Administration Building, Purchasing Office, 201 W. Sheridan, Bldg. 3, Room 101. All bids/proposals will be opened in the Bid Opening Room at that time.

DIGITAL SIGNAGE SYSTEM

RFP No. 10A-023
Deadline: 5/4/10
OFFICE FURNITURE FOR THE CENTER OF EXCELLENCE

SOUTHWEST CAMPUS

RFP No. 10C-232
Deadline: 5/4/10
CLASSROOM/LABORATORY FURNITURE

PACKAGE FOR THE CENTER OF EXCELLENCE

SOUTHWEST CAMPUS

Bid No. 10C-233

Opens: 5/4/10

REQUEST FOR QUALIFICATION

STATEMENTS FOR INDEFINITE DELIVERY, INDEFINITE QUANTITY

CONSTRUCTION MATERIAL TESTING/OBSERVATION AND GEOTECHNICAL ENGINEERING SERVICES

DISTRICT-WIDE

RFP No. 10C-235

Pre-Proposal Conference on 4/28/10 at 3:00 PM, Room 200, Chance Academic Center, 1300 San Pedro Ave., San Antonio, TX

PURCHASE OF SCIENCE EQUIPMENT

CENTER OF EXCELLENCE

RFP No. 10C-229

Deadline: 4/22/10

VILLAGE OAK

PARKING LOT CONCRETE RIPRAP #111

VILLAGE OAK DR NORTHWEST CAMPUS

Bid No. 10C-230

Opens: 4/29/10
Pre-Bid Conference on 4/21/10 at 3:00 PM, Room 131, Northeast Campus, 8300 Pat Booker Dr., Live Oak, TX

DRAINAGE IMPROVEMENTS

NORTHEAST CAMPUS

Bid No. 10C-231

Opens: 4/29/10

Pre-Bid Conference on 4/21/10 at 3:00 PM, Room 131, Northeast Campus, 8300 Pat Booker Dr., Live Oak, TX

Specifications are available at 201 W. Sheridan, Bldg 3 Room 101 or by visiting Alamo College's website at www.alamo.edu/district/purchase

For more information, contact Gary O'Bar, C.P.M. at 210/485-0100.

EMPLOYEES/JOBS

La Prensa seeks a bilingual sales representative. The ideal candidate will be looking for a long-term position with our company. Candidate must be willing to make cold calls. We will provide leads and assistance in the selling process. Call 242-7900

Trucking Companies Need Driver Training!!

No CDL, No Problem!

Training avail w/Roadmaster! Call Now! 866-659-0565

(04/25/10)

Date la oportunidad de ganar más dinero del que jamás hayas imaginado al hacerte Representante Independiente de Avon. No pierdas la oportunidad llama al (210) 995-5890

(04/18/10)

Drivers: Independent Contractors-Home Most Nights running Dry Bulk! Exceptional Weekly Pay, Accessorial PD, Fuel stabilized, CDL-A Reg. Tractor: 888-799-4374

(04/18/10)

Drivers: 1 yr. CDL-A Teams & Solos. Plenty of Miles. Great Money! Home time. Benefits-No

Touch. Apply: Carter-Express.com 800-738-7705

(04/25/10)

Empresa en desarrollo necesita personal amos sexos no importa edad ingresos rápido

(210) 918-0470 o (210) 264-1340

(05/09/10)

Trabaja desde su casa medio tiempo, tiempo completo o ratos libre. No requiere ingles ni experiencia.

(973) 850-3332

(04/21/10)

Solicito persona para cuidar ancianos. Llamar al (210) 771-2222 Favor dejar mensaje.

(04/18/10)

Buscamos personas para trabajar. (800) 886-0147

(04/18/10)

Programa especial! Casa grande 3/22 financiamiento de dueño, bajos pagos mensuales. (210) 354-4444 Properties, Inc.

(04/21/10)

1123 West Rosewood, owner finance 2/1 needs work. \$79,900 with \$4,000 down \$711 monthly. Call John (210) 300-4000

(04/25/10)

Vendo casa 3/1 con 3 lotes no necesita calificar solo \$6,000 de enganche y \$576 al mes. (no incluye impuestos) H-10 & 410 East Houston/VW White. Llame Hoy (210) 639-9309

(04/18/10)

Experienced Short-Order Cook needed to make deli sandwiches and hot plate lunches; individual must be dependable. Sales Clerk in charge of cash and bakery. Please call (210) 227-9888 for an appointment.

(04/25/10)

Bilingual secretary needed with Cust.Srv. skills, phone skills and computer skills. Person that can handle multiple tasks. Hrs. Mon.- Fri. 8:30am/5:30pm Call Jose @ (210) 438-9825 for info.

(04/18/10)

BIDS/LEGAL NOTICES

ANUNCIO DE REUNIÓN PÚBLICA- CARRETERA US 281 EIS

La Autoridad Regional Alamo de Movilidad (Alamo RMA por sus siglas en inglés) en asociación con la Administración Federal de Carreteras (FHWA por sus siglas en inglés) y el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) convocará a una reunión pública que tratará posibles mejoramientos de transporte a la carretera US 281 del Loop 410 hasta Borgfeld Road. La Alamo RMA está preparando una Declaración de Impactos Ambientales (EIS por sus siglas en inglés), de acuerdo con la Ley Nacional de Política Ambiental (conocida como NEPA en inglés) de 1969, para analizar el impacto directo e indirecto y los efectos acumulativos al medio ambiente natural y humano de la construcción y operación de mejoramientos propuestos al transporte.

Se anima al público asistir a una reunión pública el jueves, 29 de abril, 2010, entre las 5:30 p.m. y las 9:00 p.m. en el Centro Cristiano Summit, 2575 Marshall Road, San Antonio, Texas 78259. La reunión consistirá en una exhibición abierta al público de las 5:30 p.m. hasta las 7:00 p.m. y una presentación a las 7:00 p.m. y sesiones de grupos de trabajo comenzando a las 7:30 p.m. Los grupos de trabajo serán una oportunidad para que los miembros del público puedan discutir soluciones alternativas al transporte. Miembros del equipo del proyecto del Alamo RMA y sus consultantes estarán disponibles durante toda la reunión para atender al público y contestar preguntas respecto a los mejoramientos propuestos a la carretera US 281 y el proceso de la EIS.

El propósito de esta reunión es de recoger opiniones del público respecto al desarrollo de alternativas y el proceso de revisión de los mejoramientos propuestos al transporte y las alternativas razonables recomendadas que serán consideradas en la Declaración Preliminar de Impactos Ambientales (DEIS por sus siglas en inglés).

El público tendrá la oportunidad de hacer comentarios por escrito o verbales para incluirse en el registro público de la Declaración de Impactos Ambientales (EIS por sus siglas en inglés). Comentarios por escrito serán aceptados hasta el lunes, 10 de mayo de 2010, inclusive. Si Ud. no puede asistir a la reunión favor de someter sus comentarios por escrito a Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; también puede someter sus comentarios a la Alamo RMA por fax al 210-495-5403 o por correo electrónico al US281EIS@AlamoRMA.org.

Se anima la participación del público en este paso tan importante del proceso de la EIS. Apreciamos su interés y esperamos que Ud. asista a la reunión pública. Todas las exhibiciones y documentos serán presentados en inglés con miembros del equipo del proyecto que hablan español disponibles.

Si a Ud. le interesa asistir a este evento y tiene necesidades especiales de comunicación o de acceso, favor de comunicarse con Michelle Martinez al (210) 495-5256 para el jueves, 22 de abril de 2010. La Alamo RMA hará todo esfuerzo razonable para acomodar sus necesidades. Para más información respecto a la EIS de la carretera US 281, favor de visitar www.411on281.com/US281EIS.

CLASIFICADOS

LA PRENSA

230 N. Medina St. San Antonio, Texas 78207
Tel. 210.242.7900 Fax. 210.242.7901



(04/18/10)

RENTAS/FOR RENT

Rento cuarto amueblado, 1 dormitorio, baños y recibos pagados. Solo \$350.00 al mes (210) 224-9641

(04/21/10)

Se renta Restaurante equipado, 200 Bandera (210) 833-8565

(04/25/10)

Se renta duplex 2 recamaras, 1 baño, conexión para lavadoras y jardín. \$550 por Mes. Localización Gen. Mc-Mullen y Hwy. 90 (210) 488-4263

(05/02/10)

Hago trabajos de plomería, carpintería, techos, azulejos, pintura, y electricidad. Trabajo garantizado 100% (210) 382-6424

(04/25/10)

Carpintero, plomero, reparación de alambicador eléctrico, pintura

(05/02/10)

Se rentan apartamentos de 1, 2 y 3 recámaras, disponibilidad inmediata, no cobramos por aplicación, baja cuota de depósito. Localizados cerca del área del Medical Center, 800 Gentleman Rd. (210) 732-1109

(05/02/10)

Programa especial! Casa grande 3/22 financiamiento de dueño, bajos pagos mensuales. (210) 354-4444 Properties, Inc.

(04/21/10)

Rento cuarto amueblado, cerca del centro. (210) 436-7649

(04/21/10)

RENTAS/FOR RENT

Rento cuarto amueblado, cerca del centro. (210) 436-7649

(04/21/10)

RENTAS/FOR RENT

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(04/21/10)

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(04/21/10)

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(04/21/10)

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(04/21/10)

RENTAS/FOR RENT

Rento cuarto amueblado, cerca del centro. (210) 436-7649

(04/21/10)



Horas de operación:
De lunes a viernes 8:00 a.m. a 6:00 p.m.

binetes todas medidas a \$5 o puertas de entrada de Caoba \$300. 1350 E. Southcross Blvd. (10/31/10)

For Sale: Puppies Chihuahua. más información (210) 392-6936

(04/18/10)

REPOI 1.5 acres aproximadamente 20 miles west of San Antonio city limits near Castrolville. \$495 down. Large Oak trees. Owner financed. No credit check. (210) 656-0185

(04/18/10)

REPOI 2 acres west of

(04/18/10)

REPOI Attention Hunters! 50-100 acres miles west of San Antonio near Del Rio/Langtry area. \$495 down and easy monthly payments. Long-term financing Available by owner. Good brush coverage for deer, turkey, quail, and dove. (210) 656-0185

(04/18/10)

REPOI 2 acres west of

(04/18/10)

REPOI 2 acres west of

(04/18/10)

REPOI 2 acres west of

(04/18/10)

REPOI 2 acres west of

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REPOI 2 acres west of

(04/18/10)

REPOI 2 acres west of

(04/18/10)

REPOI 2 acres west of

CLASIFICADOS

intercede en mi favor
sucumbire por falta de
ayuda. Brazo poderoso,
asísteame, amparame y
conduceme a la Gloria
celestial. Gracias dulce
Jesús (rezar quince días
empezando viernes).
Publicar antes de los
ocho. Confío en Dios Pa-
dre y en su misericordia
divina, por eso pido a El
que ilumine mi camino y
me otorgue la gracia que
tanto deseo. Gracias
Padre por oírme. Mande
publicar y observe lo
que ocurrirá el cuarto
día. F.C.C.

(03/28/10)



RENTAS/FOR RENT
House for Rent: 3/1
\$600/\$450 deposit.
Ready for move in Call
(210) 434-0371

(03/28/10)

Apartamento chico para
persona que trabaje,
\$400 al mes, recibos in-
cluidos. Area West Ave/
Hildebrand Ave. (210)
735-7841

Rento cuarto, perso-
na sola en cambio por
poca ayuda de limpieza.
Eisenhower/35 area.
(210) 656-1452

(03/28/10)

Se rentan apartamentos
de 1, 2 y 3 recámaras,
disponibilidad inme-
diata, no cobramos por
aplicación, baja cuota
de depósito. Localiza-
ción cerca del área del
Medical Center, 800
Gentleman Rd. (210)
732-1109

(05/19/10)



SERVICIOS/SERVICES
Viajes Jaime: Salidas
a Monterrey, marles y
viernes. (210) 733-6918
o (210) 733-7120 o Mon-
terrey 83-774-287

(04/04/10)

¡Atención Artistas de
San Antonio y de Texas!
Tengo 50 canciones
originales: canciones de
sentimiento, de amor y
alegres. Interesados llá-
men al (210) 289-0760

(03/28/10)

Reparaciones desde
\$49 de lavadoras, seca-
doras, refrigeradoras,
estufas, A.C.'s. Razón-
able, honesto, rápido.
(210) 489-0604 o (210)
488-0779

(03/28/10)

Clases de cocina, grupo.
Espacio limitado \$30
por persona, incluir pro-
ductos nuevos para tu
cocina. (210) 618-6857

(04/11/10)

**SE REPARAN ESTU-
FAS DE GAS, LAVA-
DORAS, SECADORAS
Y REFRIGERADORAS
A DOMICILIO. TODO
TRABAJO ES GA-
RANTIZADO.** (210)
724-5998

(03/31/10)

Hago trabajos de plom-
bería, carpintería, techos,
azulejos, pintura, y elec-
tricidad. Trabajo garan-
tizado 100% (210) 382-
6424

(04/25/10)



VENTAS/FOR SALE
Moving Sale: Furniture
& household items.
Sunday 3/28/10 10
a.m.-5 p.m. 21719 Leo
Colorado, 78259 Near
Evans/281

(03/28/10)

Puertas nuevas para ge-
bnetes todas medidas a
\$5 o puertas de entrada
de Caoba \$300. 1350 E.
Southcross Blvd.

(10/31/10)

Bandera Hill Country,
con \$680n \$192.22mo se
compra terreno en
Medina Lake. Mal crédito
está bien, aprobación
garantizada. Espacio
para camper, R/V, M.H.
Para más información
llama al (210) 630-3480

(04/14/10)

For Sale: Refrigerator
\$125, washer & dryer
\$185 good condition.
(210) 449-7323

(04/04/10)

**LA PRENSA
CON
RAICES
EN EL
DEPORTE
LOCAL**

APUESTOS/BIDS - LEGAL NOTICES

Comisión de Calidad Ambiental
del Estado de TexasAVISO DE RECIBO DE LA SOLICITUD Y EL INTENTO DE OBTENER
PERMISO PARA LA CALIDAD DEL AGUA MODIFICACION

PERMISO NO. WQ0014959001

SOLICITUD. Two Seventy Seven Limited y Guadalupe Blanco River Authority, 1826 North Loop 1604 West, Suite 250, San Antonio, Texas 78248 ha solicitado a la Comisión de Calidad Ambiental del Estado de Texas (TCEQ) para modificar el Permiso No. WQ0014959001 del Sistema de Eliminación de Descargas de Contaminantes de Texas (TPDES) para autorizar la descarga de aguas residuales tratadas en un volumen que no sobrepasa un flujo promedio diario de 195,000 galones por día, aproximadamente en 49.24 acres. La planta de tratamiento de aguas residuales domésticos o tratamiento de agua potable está ubicada aproximadamente 5,900 pies al sur de la intersección de la carretera FM 46 y la calle Blanco Road y aproximadamente 600 pies al este del derecho de camino de la calle Blanco Road en la propiedad del aplicante en el Condado de Comal, Texas 78163. Las áreas de irrigación están localizadas completamente dentro de los 277 acres del solicitante. TCEQ recibió esta solicitud el 19 de noviembre, 2009. La solicitud para el permiso está disponible para leer y copiar en la Librería de Bulverde/Spring Branch, localizada en el 131 de la calle Bulverde Crossing, en la Ciudad de Bulverde, Texas.

AVISO ADICIONAL. El Director Ejecutivo de la TCEQ ha determinado que la solicitud es administrativamente completa y conducirá una revisión técnica de la solicitud. Después de completar la revisión técnica, el Director Ejecutivo puede preparar un borrador del permiso y emitirá una Decisión Preliminar sobre la solicitud. **El aviso de la solicitud y la decisión preliminar serán publicados y enviado a los que están en la lista de correo de las personas a lo largo del condado que desean recibir los avisos y los que están en la lista de correo que desean recibir avisos de esta solicitud. El aviso dará la fecha límite para someter comentarios públicos.**

COMENTARIO PÚBLICO / REUNIÓN PÚBLICA. Usted puede presentar comentarios públicos o pedir una reunión pública sobre esta solicitud. El propósito de una reunión pública es dar la oportunidad de presentar comentarios o hacer preguntas acerca de la solicitud. La TCEQ realiza una reunión pública si el Director Ejecutivo determina que hay un grado de interés público suficiente en la solicitud o si un legislador local lo pide. Una reunión pública no es una audiencia administrativa de lo contencioso.

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO. Después del plazo para presentar comentarios públicos, el Director Ejecutivo considerará todos los comentarios apropiados y preparará una respuesta a todos los comentarios públicos esenciales, pertinentes, o significativos. **A menos que la solicitud haya sido referida directamente a una audiencia administrativa de lo contencioso, la respuesta a los comentarios y la decisión del Director Ejecutivo sobre la solicitud serán enviados por correo a todos los que presentaron un comentario público y a las personas que están en la lista para recibir avisos sobre esta solicitud. Si se reciben comentarios, el aviso también proveerá instrucciones para pedir una reconsideración de la decisión del Director Ejecutivo y para pedir una audiencia administrativa de lo contencioso.** Una audiencia administrativa de lo contencioso es un procedimiento legal similar a un procedimiento legal civil en un tribunal de distrito del estado.

PARA PEDIR UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO, USTED DEBE INCLUIR EN SU PEDIDO LOS SIGUIENTES DATOS: su nombre; dirección; teléfono; nombre del solicitante y número del permiso; la ubicación y la distancia de su propiedad/actividad con respecto a la instalación; una descripción específica de la forma cómo usted sería afectado adversamente por el sitio de una manera no común al público en general; y la declaración "[Yo/nosotros] solicitamos un/a audiencia administrativa de lo contencioso". Si presenta por parte de un grupo o asociación el pedido para una audiencia administrativa de lo contencioso, debe identificar el nombre y la dirección de una persona que representa al grupo para recibir correspondencia en el futuro; debe identificar un miembro del grupo que sería afectado adversamente por la planta o la actividad propuesta; debe proveer la información ya indicada anteriormente con respecto a la ubicación del miembro afectado y la distancia de la planta o actividad propuesta; debe explicar cómo y por qué el miembro sería afectado y los intereses que el grupo desea proteger son pertinentes al propósito del grupo.

Después del cierre de los períodos para los pedidos y comentarios, el Director Ejecutivo enviará la solicitud y los pedidos para reconsideración o por una audiencia administrativa de lo contencioso a los Comisionados de la TCEQ para su consideración en una reunión programada de la Comisión.

La Comisión otorgará solamente una audiencia administrativa de lo contencioso sobre los hechos reales disputados del caso que son pertinentes y esenciales para la decisión de la Comisión sobre la solicitud. Además, la Comisión sólo otorgará una audiencia administrativa de lo contencioso sobre los asuntos que fueron presentados antes del plazo de vencimiento y que no fueron retirados posteriormente.

LISTA DE CORREO. Si somete comentarios públicos, un pedido para una audiencia administrativa de lo contencioso o una reconsideración de la decisión del Director Ejecutivo, la Oficina del Secretario Principal enviará por correo los avisos públicos en relación con la solicitud. Además, puede pedir que la TCEQ ponga su nombre en una o mas de las listas correos siguientes (1) la lista de correo permanente para recibir los avisos de el solicitante indicado por nombre y número del permiso específico y/o (2) la lista de correo de todas las solicitudes en un condado específico. Si desea que se agregue su nombre en una de las listas designe cual lista(s) y envía por correo su pedido a la Oficina del Secretario Principal de la TCEQ.

CONTACTOS E INFORMACIÓN DE LA TCEQ. Todos los comentarios escritos del público y los pedidos para una reunión deben ser presentados a la Oficina del Secretario Principal, MC 105, TCEQ, P.O. Box 13087, Austin, TX 78711-3087 o por el internet at www.tceq.state.tx.us/about/communications.html. Si necesita más información en Español sobre esta solicitud para un permiso o el proceso del permiso, por favor llame a la oficina de Asistencia al Público de la TCEQ, sin cobro, al 1-800-687-4040. La información general sobre la TCEQ puede ser encontrada en nuestro sitio de la red: www.tceq.state.tx.us.

También se puede obtener información adicional del Two Seventy Seven Limited y Guadalupe Blanco River Authority a la dirección indicada arriba o llamando al Sr. Ken Wolf al (210) 524-4000.

Fecha de emisión, 22 de marzo, 2010

ANUNCIO DE REUNIÓN PÚBLICA- CARRETERA US 281 EIS

La Autoridad Regional Alamo de Movilidad (Alamo RMA por sus siglas en inglés) en asociación con la Administración Federal de Carreteras (FHWA por sus siglas en inglés) y el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) convocará una reunión pública que tratará posibles mejoramientos de transporte a la carretera US 281 del Loop 410 hasta Borgfeld Road. La Alamo RMA está preparando una Declaración de Impactos Ambientales (EIS por sus siglas en inglés), de acuerdo con la Ley Nacional de Política Ambiental (conocida como NEPA en inglés) de 1969, para analizar el impacto directo e indirecto y los efectos acumulativos al medio ambiente natural y humano de la construcción y operación de mejoramientos propuestos al transporte.

Se anima al público asistir a una reunión pública el jueves, 29 de abril, 2010, entre las 5:30 p.m. y las 9:00 p.m. en el Centro Cristiano Summit, 2575 Marshall Road, San Antonio, Texas 78259. La reunión consistirá en una exhibición abierta al público de las 5:30 p.m. hasta las 7:00 p.m. y una presentación a las 7:00 p.m. y sesiones de grupos de trabajo comenzando a las 7:30 p.m. Los grupos de trabajo serán una oportunidad para que los miembros del público puedan discutir soluciones alternativas al transporte. Miembros del equipo del proyecto del Alamo RMA y sus consultantes estarán disponibles durante toda la reunión para atender al público y contestar preguntas respecto a los mejoramientos propuestos a la carretera US 281 y el proceso de la EIS.

El propósito de esta reunión es de recoger opiniones del público respecto al desarrollo de alternativas y el proceso de revisión de los mejoramientos propuestos al transporte y las alternativas razonables recomendadas que serán consideradas en la Declaración Preliminar de Impactos Ambientales (DEIS por sus siglas en inglés).

El público tendrá la oportunidad de hacer comentarios por escrito o verbales para incluirse en el registro público de la Declaración de Impactos Ambientales (EIS por sus siglas en inglés). Comentarios por escrito serán aceptados hasta el lunes, 10 de mayo de 2010, inclusive. Si Ud. no puede asistir a la reunión favor de someter sus comentarios por escrito a Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; también puede someter sus comentarios a la Alamo RMA por fax al 210-495-5403 o por correo electrónico al US281EIS@AlamoRMA.org.

Se anima la participación del público en este paso tan importante del proceso de la EIS. Apreciamos su interés y esperamos que Ud. asista a la reunión pública. Todas las exhibiciones y documentos serán presentados en inglés con miembros del equipo del proyecto que hablan español disponibles.

Si a Ud. le interesa asistir a este evento y tiene necesidades especiales de comunicación o de acomodo, favor de comunicarse con Michelle Martinez al (210) 495-5256 para el jueves, 22 de abril de 2010. La Alamo RMA hará todo esfuerzo razonable para acomodar sus necesidades. Para más información respecto a la EIS de la carretera US 281, favor de visitar www.411on281.com/US281EIS.

OFFICIAL PUBLIC NOTICE

Bexar County, Texas

Address sealed bids on IFB 2010-038 for Olmos Dam Rehabilitation (SA-33) to Daniel R. Garza, Purchasing Agent, Vista Verde Plaza, 233 N. Pecos, Suite 320, San Antonio, Texas 78207. Offers will be accepted until: 10:00 O'clock A.M., Central Time, on April 9, 2010. A pre-bid/site visit is scheduled for all prospective respondents on March 31, 2010 at 2:00 p.m. (CST) at Olmos Dam Gatehouse. Bidders are encouraged to attend the conference and submit written questions in advance. A 5% Bid bond and 100% Performance Bond are required. Bexar County will issue payment by check. The solicitation documents may be downloaded at www.bexar.org. Purchasing.

DANIEL R. GARZA
Purchasing AgentRequest for Proposals
#1003-910-66-3154

The SAN ANTONIO HOUSING AUTHORITY and its Affiliates request proposals for:

The Repair & Replacement of Modified Roofs on Wheatley Administration Building, O.P. Schnabel Apartments & Kenwood North Apartments. Proposals will be received until 11:00 a.m. (CST) on April 2, 2010 and publicly opened at that time at the offices of the SAHA Procurement Department, 818 S. Flores, San Antonio, Texas 78204. A pre-submittal meeting will be held on March 25, 2010 at 10:00 a.m. (CST) at the SAHA Central Office, 818 S. Flores, San Antonio, Texas 78204

Specifications packages are available online at <http://www.saha.org>, or at <http://www.nabro.economicengine.com>, or at SAHA's Office of Procurement, located at 818 S. Flores, San Antonio, Texas 78204 or by calling (210) 477-6059.

San Antonio Housing Authority
By: Lourdes Castro Ramirez
President and CEO

BIDS WANTED

Sealed Bids addressed to the City Clerk, City Hall, 100 Military Plaza 2nd floor San Antonio, Texas, 78205 will be received for the **Babcock Road (Prue Road to Hollyhock)** project, in accordance with all bid documents, plans and specifications on file with **Camacho-Hernandez & Associates, LLC**. A NON-REFUNDABLE FEE of **\$150.00** will be required for each set of plans and specifications, which are available at the address above. Bids require a 5% bid bond. Contracts awarded through this bid process will require Payment and Performance Bonds in 100% of the contract amount. The City requires that not less than the prevailing wage rate for work of a similar character in this locality shall be paid to all laborers, workmen, and mechanics employed in the construction of this project. Bids will be received in the Office of the City Clerk until **1:00 P.M. on Wednesday, April 28, 2010**, and then publicly opened and read aloud. Any envelopes received after the specified time will be returned unopened. A Non-Mandatory Pre-Submission Conference will be held Wednesday, April 7, 2010 at 9:30 a.m. at Municipal Plaza Building, 114 W. Commerce, 6th Floor Conference Room. For questions regarding general contracting processes please contact Brad Smilgin, CIMS Contract Officer at 210-207-3360. Effective Monday, March 1, 2010 Visitors to City Hall will be required to enter through the east side of the building during regular business hours of 7 a.m. to 7 p.m. For those that might require the use of a ramp, entry is available on the south side of the building (Dolorosa side). Please plan accordingly and allow for ample time to pass through security screening, sign in and receive a visitor's badge in order to drop off your bid submittal(s).

/s/ Leticia M. Vacek, TRMC/CMC
CITY CLERK

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Legal Bids & Proposals

REQUEST FOR COMPETITIVE SEALED PROPOSALS FOR
Bexar County Community
Areas proposes
CONSTRUCTION OF "FREE-AN"
COLISEUM RENOVATION
PHASE 1 and is requesting Competitive Sealed Proposals for the project as described below. **PROJECT SCOPE:** The project is located at Freeman Coliseum, 3201 E. Houston St., San Antonio, Texas, and includes renovation of the south main entry lobby areas, a new primary entry plaza and associated site work. Construction scope estimated at between \$1,000,000.00 and \$1,200,000.00. **PRE-BID MEETING:** A Pre-Bid Meeting will be held on Monday, April 19, 2010, at 10:00 a.m. at the Freeman Coliseum, 3201 E. Houston St., San Antonio, Texas 78204, on Wednesday, April 28, 2010, at 10:00 a.m. The project areas will also be open for inspection on Monday, May 3, 2010, from 9:00 a.m. to 4:00 p.m. **PROPOSAL DOCUMENTS:** Contact Kelly Munoz, Architect, Inc., 1017 North Main, Suite 300, San Antonio, Texas 78212 (Phone 210/349-1163) for information in regard to obtaining proposal documents. A deposit of \$200 per set for proposal documents will be required (Certified Check or Money Order only). Deposit will be refundable upon return of documents in a timely manner, in good condition. Bid, payment, performance bonds, and minimum wage rates, will be required for this project. No partial sets of Proposal Documents will be issued by the Architect. Plans can be viewed at the office of the Architect, Builder's Exchange and AGC Plan Rooms in San Antonio, Texas. **RECEIPT OF PROPOSAL:** Sealed proposals for this project must address all required selection criteria and must be submitted to the Bexar County Community Area Office, at Freeman Coliseum, 3201 E. Houston St., Room 2002B3, San Antonio, Texas, 78202-0283, no later than 2:00pm C.S.T., Thursday, May 6, 2010. At such time, the proposals will be publicly opened and read aloud.

NOTICE TO CONTRACTORS
TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT) CONTRACTS
 Sealed proposals for contracts listed below will be received by TxDOT until the date(s) shown below, and then publicly read.

CONSTRUCTION/ MAINTENANCE/ BUILDING FACILITIES CONTRACTS
 Dist/Div: Bryan Contract 4704-05-70 for NEW FACILITIES IN BRAZOS County will be opened on May 12, 2010 at 1:00 pm at the State Office.

Plans and specifications are available for inspection, along with bidding proposals, and applications for the TxDOT Pre-qualified Contractor's list, at the applicable State or Dist/Div Office listed below. If applicable, bidders must submit prequalification information to TxDOT at least 10 days prior to the bid date to be eligible to bid on a project. Prequalification materials may be requested from the State Office listed below. Plans for the above contract(s) are available from TxDOT's website at www.txdot.gov and from reproduction companies at the expense of the contractor. NPO: 32605

STATE OFFICE
 Contract/Maint. Division
 200 E. Riverside Dr.
 Austin, Texas 78704
 Phone: 512-416-2540

DIST/DIV OFFICE(S)
 Bryan District
 District Engineer
 1300 N. Texas Ave.
 Bryan, Texas
 77803-2760
 Phone: 979-778-2165

Minimum wage rates are set out in bidding documents and the rates will be part of the contract. TxDOT ensures that bidders will not be discriminated against on the grounds of race, color, sex, or national origin.

WESLACO INDEPENDENT SCHOOL DISTRICT

REQUEST FOR COMPETITIVE SEALED PROPOSALS

PROJECT:
 Tennis Courts Improvements to Westlaco High School, Mary Hogg Middle School, Central Middle School, and Cuellar High School (CSP # 10-05-31)

DESCRIPTION

Legal Bids & Proposals

OF PROJECT:
 Resurfacing of Existing Tennis Courts
CONSTRUCTION DATE:
 May 4, 2010
TIME: 2:30 PM.

Competitive Sealed Proposals for the construction of the project described above will be received by the Westlaco Independent School District, Attn: Andres Sanchez Jr., CPA, Chief Executive Director of Business Operations. The proposals will be received at 312 W. 5th Street, Suite 100, Westlaco, Texas 78752, and then publicly opened and read aloud on the due date and time mentioned above.

Copies of the Contract Documents, including Plans and Project Manual, Bidding Documents, and Specifications of the Contract for Construction and Specifications can be obtained at the office of the Engineer, Guzman & Munoz Engineering and Surveying, Inc. located at 1100 E. Jasmine Avenue, Suite 107, McAllen, Texas 78501. Phone: (956) 682-3812 for a deposit of \$100.00 non-refundable made payable to Guzman & Munoz Engineering and Surveying, Inc. Copies of the Contract Documents are also on file at the Associated General Contractors (AGC) Offices in Harlingen, Brownsville, and McAllen, the Builders Exchange of Texas in San Antonio, Texas, and at Dodge Plan Rooms, for questions, contact Richard LeFevre, P.E., project engineer, at above phone number and address.

A Bid bond in the amount of 5% of the largest possible total proposal, including consideration of alternates or cash allowances must accompany each proposal. Bid bonds shall be prepared on AIA form A310, as described in the Project Manual. Failure to provide the bid bond will constitute a non-responsive proposal and the proposal will not be considered. Bidders are encouraged to visit the site and assess existing conditions.

The successful bidder will be required to provide 100% performance and payment bonds. Failure to do so will result in forfeiture of the 5% bond to the Westlaco ISD as liquidated damages. Bonds shall be prepared on AIA Form 312, as described in the Project Manual. No bid may be withdrawn for a period of sixty (60) days.

One (1) pre-bid conference will be conducted by the Owner on Tuesday, April 27, 2010 at 3:00 pm. The pre-bid conference shall be conducted at the Westlaco ISD Business office located at 312 W. 5th Street, Westlaco, Texas 78752, followed by a visit to the project sites in this order: Westlaco High School, Cuellar Middle School, and Mary Hogg Middle School. Attendance by prospective bidders is strongly encouraged for all general contractors, subcontractors, suppliers, and equipment suppliers may attend.

JOERIS GENERAL CONTRACTORS LTD., Construction Manager, will be accepting subcontractor competitive sealed proposals for the project located at the Antonio Multifunction Office Building until 2:00 pm prevailing time Tuesday, May 11, 2010. Proposals will be received at the office of Joeris General Contractors, No telephone proposals will be accepted (fax OK), and all proposals must be received before 2:00 pm. Pre-Proposal Conference: Thursday, April 29, 2010 9:00 a.m. At the Office of Joeris General Contractors, 200 E. Riverside Drive, Suite 200, San Antonio, Texas 78204. **SCOPE OF WORK BIDDING INCLUDES:** SITE WORK, LANDSCAPE, IRRIGATION, SITE UTILITIES, DRILLED PIERS, S.O.G. CONCRETE, CONCRETE TILT WALL, LIMESTONE VENEER, STAINLESS STEEL & ERECTION, METAL FABRICATIONS, FINISH CARPENTRY, MASONRY, WATERPROOFING, DAMPROOFING, MEMBRANE ROOF, DOORS, GLASS, PLASTER, Gypsum Board, SYSTEMS, ACoustical Ceilings, TILE, RESILIENT FLOORING, PAINTING, SPECIALTIES, WINDOW COVERINGS, FIRE PROTECTANTS, ELEVATORS, HVAC, PLUMBING, ELECTRICAL, TELECOM & SECURITY for a new Building. Plans may be reviewed at: AGC Plan Room The Builders Exchange, Dodge Plan Room Joeris General Contractors, Ltd., 1390 Bitters Road, San Antonio, Texas 78216 (210) 494-1638 voice, (210) 494-1639 fax HUB Partnering is highly encouraged.

To place an ad at 250-2345

Legal Bids & Proposals

WESLACO INDEPENDENT SCHOOL DISTRICT
REQUEST FOR COMPETITIVE SEALED PROPOSALS

PROJECT:
 Westlaco Independent School District, Bobby Adey Stadium Parking Lot Improvements Phase II (CSP # 10-05-30)
DESCRIPTION OF PROJECT:
 Addition of 200 Parking Spaces with Drainage and Lighting Improvements
PROPOSAL DUE DATE:
 May 4, 2010
TIME: 3:00 PM.

Competitive Sealed Proposals for the construction of the project described above will be received by the Westlaco ISD Business Office, Attn: Andres Sanchez Jr., CPA, Chief Executive Director of Business Operations. The proposals will be received at 312 W. 5th Street, Westlaco, Texas 78752, and then publicly opened and read aloud on the due date and time mentioned above.

Copies of the Contract Documents, including Plans and Project Manual, Bidding Documents, and Specifications of the Contract for Construction and Specifications can be obtained at the office of the Engineer, Guzman & Munoz Engineering and Surveying, Inc. located at 1100 E. Jasmine Avenue, Suite 107, McAllen, Texas 78501. Phone: (956) 682-3812 for a deposit of \$100.00 non-refundable made payable to Guzman & Munoz Engineering and Surveying, Inc. Copies of the Contract Documents are also on file at the Associated General Contractors (AGC) Offices in Harlingen, Brownsville, and McAllen, the Builders Exchange of Texas in San Antonio, Texas, and at Dodge Plan Rooms, for questions, contact Richard LeFevre, P.E., project engineer, at above phone number and address.

A Bid bond in the amount of 5% of the largest possible total proposal, including consideration of alternates or cash allowances must accompany each proposal. Bid bonds shall be prepared on AIA form A310, as described in the Project Manual. Failure to provide the bid bond will constitute a non-responsive proposal and the proposal will not be considered. Bidders are encouraged to visit the site and assess existing conditions.

The successful bidder will be required to provide 100% performance and payment bonds. Failure to do so will result in forfeiture of the 5% bond to the Westlaco ISD as liquidated damages. Bonds shall be prepared on AIA Form 312, as described in the Project Manual. No bid may be withdrawn for a period of sixty (60) days.

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To place an ad at 250-2345

Legal Bids & Proposals

REQUEST FOR PROPOSAL
THE CITY OF SAN ANTONIO IS SOLICITING REQUESTS FOR PROPOSAL (RFP) FOR A SUSTAINABLE URBAN ECONOMIC TOOL

The City of San Antonio Office of Environmental Policy is seeking Responses (RFPs) to a computer-based tool that can be used in the San Antonio area to determine the overall economic, social, and environmental impacts, i.e., the "Triple Bottom Line", for various broad policy scenarios; use the tool to assess some broad sustainability policies under consideration; provide training for the City staff on this tool and document the tool and the policy assessments.

Copies of the Request for Proposal packet will be available beginning on Monday, April 19, 2010 at the Office of Environmental Policy, located at 111 Soledad, Suite 725, San Antonio, Texas 78205. Electronic copies of the Request for Proposal packet may be downloaded from the City of San Antonio's website at <http://www.sanantonio.gov/rfp>. For questions regarding this RFP or to request a copy by mail, please call (210) 655-1337. Responses to the Request for Proposal are due no later than 4 p.m., May 18, 2010. The Request for Proposal packet is available at the City Clerk, P.O. Box 839966, San Antonio, Texas 78283-9966, 2nd floor of City Hall, 100 Military Plaza.

For more information contact: Ms. Cyndi Holman, Procurement Specialist at (210) 222-2204 or visit www.edwardsaquifer.org

REQUEST FOR PROPOSALS

Bartlett Cocke, L.P., is the Construction Manager at-Risk, for Texas A&M University San Antonio and is requesting subcontractor/supplier Competitive Proposals for Early Release Package 2-1-10. The Request for Proposals will be received until 2:00 PM, April 28, 2010 in accordance with the instructions to proposers to Bartlett Cocke, L.P. 8706 Lockway, San Antonio, TX 78217. Phone: (210) 655-1031 and Fax (210) 655-1337.

Plans & Specs will be available by April 12, 2010. Proposal Documents can be obtained from Bartlett Cocke, L.P. Please contact Rebecca Lujan at (210) 655-1031 to make arrangements for plan pickup. Proposal Documents can also be viewed at the Associated General Contractors of Texas, FW Dodge Corp., McRae, and the Bartlett Cocke, L.P. office. Please contact Jeff Bryant in writing at (210) 655-1337 (fax) or my email jbrvant@bartlettcocke.com for questions and clarifications.

MBE/SBE/WBE/AABE/HUB firms are encouraged to submit proposals on this project.

Bartlett Cocke, L.P. is an equal opportunity (EOE) employer.

SOMERSET INDEPENDENT SCHOOL DISTRICT

Sale of Salvage Buses
 Date for Bid Opening: May 21, 2010 at 1:00 pm

Sealed bids are being accepted for the purchase of five (5) salvage buses. The buses are available for viewing at 7698 6th St, Somerset TX, 78069.

Date for submitting sealed bids May 21, 2010 at 1:00 pm. Bids will be opened at 1:00 pm on May 21, 2010.

Bids received after 1:00 pm on the above date will not be accepted. Successful bidder is responsible for removing buses from the premises.

Salvage Buses are sold "AS IS" with no implied warranties or guarantees.

Somerset ISD reserves the right to cancel any and all sales and reject any and all bids.

Required bid form may be obtained from the Purchasing Department, Somerset ISD, 810 Somerset, TX.

For information call 866-852-9858 or Felix Lopez ext 6008 or Maria Casarez ext 6011

REQUEST FOR PROPOSALS

The Housing Authority of the City of Del Rio (HACDR) is requesting proposals from qualified firms or financial institutions, to provide financial and administrative services for the HACDR annually appropriated Capital Fund grant, for the purpose of raising capital to be utilized for fund developments and ongoing modernization activities. The anticipated borrowing is expected to be approximately \$1.5 million.

The obligation of the successful offeror to provide debt financing for the current as well as any future participants is subject to U.S. Department of Housing and Urban Development (HUD) approval. Responses must be mailed to P.O. Drawer 78841-0080 or delivered to 207 Bedell Ave. Del Rio, Texas 78841, by 4:30 PM April 27, 2010. Telephone or fax responses will not be accepted. Sealed responses must be identified in the lower left corner of the envelope with Response to RFP for Leveraging of Capital Funds Attn: Alfredo R. Delgado, President. If you have questions, please contact Alan Lopez at (830) 774-6506 ext. 26.

EDWARDS AQUIFER AUTHORITY REQUEST FOR PROPOSALS FOR PURCHASE OF STUDENT TAKE-HOME WATER CONSERVATION KITS

The Edwards Aquifer Authority invites qualified vendors to submit sealed proposals for the purchase of student take-home water conservation kits for the 2010-2011 school year.

Proposal specifications will be available at 1615 N. St. Mary's, San Antonio, TX 78215, on Monday, April 19, 2010. For information call: Rosalie Cavazos (210) 224-2781 ext. 120

Legal Bids & Proposals

REQUEST FOR PROPOSALS (RFP)

Sealed proposals will be accepted until dates & times noted above, at the 315D Purchasing Office, (Mailing address 3223 S. Loop 1604 E San Antonio, TX 78264). Vendors may request specifications by calling Charlene Harns, Purchasing Agent at 210-882-1600, ext. 2128 or faxing request to 210-626-5495.

The Center for Health Care Services (the CENTER) is accepting proposals for E-Learning / Learning Management System (LMS) for the Center's Human Resources and Development training functions in San Antonio, Texas (Project #2010-03-12). Request for proposals (RFP) packets for these services will be available as of April 19, 2010. To obtain an RFP packet, contact Vickie Dear at 3031 IH 10 West, San Antonio, Texas 78201 (210) 731-1300 ext. 252, or visit www.chcshc.org.

SAISD
 Will accept sealed bids/proposals #10-031(RC) Vent Hood Cleaning Services due by 1:00 pm, Wed, 04-28-10. Solicitations available at www.saisd.net/ADMIN/purchasing/index.shtm. For information call: Rosalie Cavazos (210) 224-2781 ext. 120

LEGALS/PUBLIC NOTICES

PUBLIC MEETING NOTICE US 281 EIS

The Alamo Regional Mobility Authority (Alamo RMA) in partnership with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) will hold a public meeting regarding possible transportation improvements to US 281 from Loop 1604 to Borgfeld Road. The Alamo RMA is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969, to analyze potential direct, indirect, and cumulative effects to the human and natural environment from the construction and operation of proposed transportation improvements.

The public is encouraged to attend the public meeting on Thursday, April 29, 2010, between 9:30 AM and 3:00 PM, at Summit Christian Center, 2575 Marshall Road, San Antonio, Texas 78259. The meeting will consist of an open house from 5:30 PM to 7:00 PM, a presentation at 7:00 PM and small group sessions beginning at 7:30 PM. The small group sessions will be a unity for members of the public to discuss alternative transportation solutions. Project team members from the Alamo RMA and its consultants will be available throughout the evening to discuss issues and answer questions regarding US 281 proposed transportation improvements and the EIS process.

The purpose of this meeting is to gather public input on the alternatives development and screening process for proposed transportation improvements and recommended reasonable alternatives that would be considered in the Draft EIS.

The public will have the opportunity to make either written or verbal comments to be included in the official EIS public record. Written comments will continue to be received through Monday, May 10, 2010. If you are unable to attend the meeting please submit written comments to Leroy Alloway, Director, community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5236 or email US281EIS@AlamoRMA.org.

The public's participation is encouraged in this important step of the EIS process. We appreciate your interest and hope you will attend the public meeting. All exhibits and handouts will be presented in English, and Spanish-speaking project team members will be available. If you are interested in attending this event and have special communication or accommodation needs, contact Michelle Martinez at (210) 495-5236 by Thursday, April 22, 2010. The Alamo RMA will make every reasonable effort to accommodate those needs. For more information regarding the US 281 EIS, please visit www.41on281.com/US281EIS.

SOUTH SIDE ISD REQUEST FOR PROPOSALS FOR:

RFP 10-003 School Nutritional Programs Food Service Management Company May 24, 2010, 3:00 p.m. Must be a registered Food Service Management Company on the current TDA Vendor List.

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Legal Bids & Proposals

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Legal/PUBLIC Notices

PUBLIC NOTICE OF INTENT TO DESTROY RECORDS

In compliance with Federal Regulations 34 CFR 300.573, Northside Independent School District intends to destroy School Education records of those students, who during school year 2001-2002, as these records are no longer needed for provision of educational services. Destruction of these records protects against unauthorized or improper disclosure. Parents or adult students need to recognize that these records may be needed by students or the parents for Social Security benefits or other purposes. If one wishes to access these records, request copies of these records which may be needed to access past school benefits. In the future please contact the Director of Special Education at (210) 397-8754 or (210) 397-8742 Prior to May 7, 2010

SAISD ONLINE PUBLIC AUCTION
 The San Antonio Independent School District (SAISD) will sell nineteen (19) surplus portable classroom buildings by online public auction starting Monday, April 19, 2010 and ending on Wednesday, April 28, 2010. Please access www.lemonsauctioneers.com for details. Auctioneers may also be contacted at 1-800-245-1113.

HARRIS COUNTY BIA OFFICE
 Asset Forfeiture Vehicle & Surplus Auction
 2030 HOLMES ROAD HOUSTON TX Preview: 04/28/10 8a-5p Auction: 04/29/10 10am 8.25% Tax on Surplus Donald L. McCure 712482 List & Photos @ www.drupesize.com www.applietwing.com

SEKINAH RADIANCE
 Catering Services (EIS) SEALED BIDS Catering NSL Program Submit bids 9150 FM 78, Suite 7, Converse, TX 78109 by May 28, 2010.

Make your ad stand out in a crowd

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North Central SA-Garage Sales

406 Cove Bluff, 78216
Bluffview Sub, FRI 4/2/2
9-1. Furn, elects, toys, etc.

15703 DAWN CREST
A WOW Garage Sale!
Sat-Sun 9-3 Deerfield

338 PRINZ Oak Glen
Park- HUGE HIGH-END
Est/Gar Sale, Fri & Sat,
9-5. See partial list of
items at kijiji.com

Northeast SA-Garage Sales

4231 00-100-TE-KA
April 2nd & 3rd 9-4.
Great Bargains-
Everything Priced To
Sell. CASH Only!

4323 RENAULT DR
Saturday-Sunday
9am-4pm

U.C. Olympia Hills, 13519
Thessaly, 78148. Sat. Mar.
27th, 7a. Great Bargains!

3646 VersaillesDr. Multi-
Family, Sat. Mar 27 9-5;
Dealers Welcome

Northwest SA-Garage Sales

ALAMO RANCH AREA
Garage Sale in 2 large
communities on
Sat. April 10, 7a-3p.

Over 100 homes
participating Alamo
Ranch (Pulte) and
Hill Country Retreat
(Del Webb)

Communities located
outside N Loop 1604 &
Hwy 151 @ Culebra

4550 Del Webb Blvd &
4100 Volunteer Pkwy
Call 210-679-0303
for directions or more
information

COMMUNITY Yard Sale
March 27 8am-2pm
Stonebridge 11555 FM
471 W 78253

Southeast SA-Garage Sales

545 GULF ST. Mirrors,
Furniture, Books & More!
Thurs-Fri Apr 1-2

RUMMAGE SALE
To Benefit Non-Profit Org.
Hwy 87 E. in front of
Deptauna Hardware Sun.
28th, 8a-? DogsRUs.org

TAKE OVER PAYMENTS
Marble Slab Creamery.
210-214-9346

Area Garage Sales
THE CITIZENS
OF LA COSTE
Are Holding Yard Sales
Each Weekend Through-
out The Month Of March.
Contact City Hall
For More Information.
830-985-9494

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Special Prayers

TO the Sacred Heart,
Lord Jesus Christ to your
most Sacred Heart I
confide this intention. Let
your Sacred Heart decide.
I have asked for many
favors, but I earnestly
implore this one. Take it,
place it in thy Sacred
Heart. When the Eternal
Father sees it covered
with Thy blood, he will
not refuse it. It will no
longer be my prayer, but
Thine. Let me never be
confounded. CH.

THANK YOU St. Jude &
Sacred Heart for hearing
our prayers.
• R.M. • M.O. • M.C.

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Do you earn \$800 in a
day? 25 Local Candy
Machines. All for \$999.95.
1-888-625-5484

CHINESE FOOD
GROCERY
and
Building Property.
210-663-0884

BAR (Established) &
Property located outside
RAFB. Serious inquiries
only. Owner retiring.
274-7869.

3-BAY hand held car
wash \$43K obo. Crystal
City Tx. 830-591-7615
ilang1972@aol.com

AC & HEATING 27 year
bus. Cliental, phone#.
\$89K. 210-659-0660

EST. PROMOTIONAL
Advert Co. Work frm Hm
\$58K 210-349-2237

TAKE OVER PAYMENTS
Marble Slab Creamery.
210-214-9346

COMMERCIAL R.E.
LENDING Hard Money,
Private Money, We Buy
Notes 210-771-3935

Mortgage Note Buyers

WE BUY NOTES
Top Dollar - Fast Service
210-521-1016

Legal Bids & Proposals

COASTAL BEND
COLLEGE
3800 Charco Road
Beeville, Texas 78102
(361) 358-2838
www.coastalbend.edu

Coastal Bend College an-
nounces a Request for
Qualifications (RFQ
#10100) for Energy Sav-
ings Performance Ser-
vices. This request for
qualifications ("RFQ") is
to invite qualified ESCOs
("Energy Service Compa-
ny") to submit a response
of qualifications to pro-
vide energy/water sav-
ings performance ser-
vices ("Services") as
specified herein. The ser-
vices include but are not
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sive energy solutions in-
volving building enve-
lope, heating, ventilating
and cooling (HVAC sys-
tems), energy manage-
ment systems, utility met-
etering, domestic hot
water systems, self-gen-
eration plants, renewable

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down. Equipment
package included.
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CARE

Free info 210-820-2645

TURN KEY Party rental
business. \$150K. Over 10
yrs in business. Call 1-
800-501-5867

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financial needs and
Health Needs.
497-6552

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\$400/\$500 Week/P/T.
25 Vendors with candy
+ locs. All for \$3990.
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day? 25 Local Candy
Machines. All for \$999.95.
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(361) 358-2838
www.coastalbend.edu

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specified herein. The ser-
vices include but are not
limited to, comprehen-
sive energy solutions in-
volving building enve-
lope, heating, ventilating
and cooling (HVAC sys-
tems), energy manage-
ment systems, utility met-
etering, domestic hot
water systems, self-gen-
eration plants, renewable

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Legal Bids & Proposals

UNIVERSITY
HEALTH SYSTEM
Medical Center
(UH) Campus
Capital
Improvement Project
4502 Medical Drive
San Antonio, Texas
78229

Zachry Vaughn Layton,
CM @ Risk, is requesting
proposals for the Uni-
versity Health System
Helipad (HP) at the Phy-
sicians Parking Garage
Project

This Helipad solicitation
includes a Helipad on a
new pre-cast concrete
deck, flight services offi-
ces, storage areas, con-
necting bridge to existing
hospital, and under-
ground fuel lines located
on the existing Physicians
Parking Garage. The work
will be located in the
University Hospital at
4502 Medical Drive, San
Antonio, Texas 78229.

The Competitive Sealed
Proposals for this Helipad
(HP). Physicians
Parking Garage for Pro-
posal will be received by
Zachry Vaughn Layton at
1400 Universal City Blvd,
Universal City, TX, 78148
between the hours of
9:00 AM - 2:00 PM Local
Time on Tuesday, April
13, 2010. A Pre-proposal
Conference will be held
9:00 AM on April 13,
2010 at 1400 Universal
City Blvd, Universal City,
TX, 78148.

The Request for Propo-
sals, plans, and specifica-
tions may be viewed at
the following location(s)
/ website(s):

• Vaughn San Antonio
Office - 1400 Universal
City Blvd, Universal City,
TX 78148

• iSoft - On-line plan
room - http://
www.isoft.com

Project ID #1058750

• AGC - Houston - 3825
Dacoma St., Houston,
TX 77092

• AGC - San Antonio -
10806 Guldale, San
Antonio, TX 78216

• FW Dodge - 1300
Summit Ave. #740, Fort
Worth, TX 76102

• Builders Exchange of
Texas - 4042 Naco
Perrin Boulevard, #100,
San Antonio, TX 78217

For questions, please
contact:

Kris Jensen
P: (210) 572-5522
F: (210) 403-2378

Legal Bids & Proposals

COASTAL BEND
COLLEGE
3800 Charco Road
Beeville, Texas 78102
(361) 358-2838
www.coastalbend.edu

Coastal Bend College an-
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specified herein. The ser-
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volving building enve-
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and cooling (HVAC sys-
tems), energy manage-
ment systems, utility met-
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Legal Bids & Proposals

proximately 325,000 SF
of renovation and 80,000
SF of new construction.
The Competitive Sealed
Proposal, cost proposals
(section 00 04 00) will be
received by Vaughn Con-
struction Company at
2421 Earl Rudder Free-
way, College Station, Tex-
as 77845, between the
hours of 9:00 A.M. to
2:00 P.M. Standard Time
on Tuesday, May 4th,
2010. The technical pro-
posal (section 00 02 05)
and the HUB Subcon-
tracting Plan (Exhibit D)
will be due on Wednesday
May 5th, 2010. Each
respondent will be re-
quired to submit these
items. A Pre-Proposal
Conference will be held
on Thursday, April 15th,
2010 at 10:00 AM at the
Texas A&M University
Systems Office Building,
Room 1105 Conference
Rooms A & D, 200
Technology Way, College
Station, Texas 77845.
Please check-in at the
guard station as you
enter the building.

The following Trade Con-
tractors are expected
within this package:
01.74 Final Cleaning
02.08 Earthwork
02.08 Site Utilities
02.09 Site Concrete
02.15 Landscape &
Irrigation
02.11 Site Furnishings
03.11 Precast
Architectural Concrete
04.01 Masonry &
Stonework
05.01 Structural and
Miscellaneous Steel
05.50 Ornamental Metals
06.02 Interior Architect-
ural Woodwork
06.06 Miscellaneous
Rough Carpentry
07.01 Waterproofing/
Dampproofing/Joint
Sealants
08.02 Thermal Insulation
07.0 Metal Panels
07.08 Fireproofing, Fire-
stopping and Fire-Resis-
tive Joint Systems
08.01 Doors, Frames, &
Hardware
08.10 Overhead Coiling
Doors
08.28 Interior Glass &
Glazing
09.01 Lath and Plaster
09.02 Gypsum Board
Assemblies
09.03 Tile
09.04 Terrazzo
09.05 Acoustical Ceilings
& Wall Panels
09.07 Carpet, Vinyl
Flooring, & Base
09.08 Wood Flooring
09.16 Concrete Floor
Sealing
09.12 Painting & Wall
Coverings
10.01 Specialties
10.04 Louvers & Vents
10.08 Signage
10.14 Operable Partitions
11.07 Food Service
Equipment
11.08 Residential
Appliances
12.01 Plastic Laminate
Casework
12.04 Floor Mats
& Frames
12.05 Curtains, Drapes,
& Shades
13.10 Sound and
Vibration Isolation
15.01 Plumbing
15.02 HVAC
15.03 Fire Protection
16.01 Electrical
16.04 Communications

Plans and Specifications
are available for review
at:

iSoft - On-line plan
room
http://www.isoft.com

The Project ID is
1057529.

AGC - Houston - 3825
Dacoma Street,
Houston, TX 77092
(713) 843-3700

AGC - San Antonio

Legal Bids & Proposals

COASTAL BEND
COLLEGE
3800 Charco Road
Beeville, Texas 78102
(361) 358-2838
www.coastalbend.edu

Coastal Bend College has
the following bids out:

RFP# 032310001
Professional Nursing Pro-
gram Trucks for Mobile
Simulation Units Two
heavy duty pickups, die-
sel v8 engines, ability to
tow \$5500 lbs.

RFP# 032310002
Professional Nursing Pro-
gram Trailers for Mobile
Simulation Unit Two 40-
ft. WIDE body trailers
with heavy duty corner-
post jacks

RFP# 032310003
Professional Nursing Pro-
gram Advanced Infant
Manikin Manikin with
neonatal resuscitation
support materials, com-
pressor, laptop, touch
screen monitor, cuff, air
tube, web cam, remote,
operating software, por-
tability kit

RFP# 032310004
Professional Nursing Pro-
gram Advanced Manikin
and Peripherals Manikin
with cuff, probe, air tube,
software, patient moni-
tor, web cam, hub, re-
mote, link box, laptop
compressor, power adap-
ter, sim scenarios

RFP# 032310005
Professional Nursing Pro-
gram Very Advanced
Manikin and Peripherals
Manikin with software,
tablet, patient monitor,
web cam, drug kit, cases,
warranty training, scenar-
ios, video system, in-
stallation

For detailed specifica-
tions and bid info, go to
www.coastalbend.edu,
then select "ADMINIS-
TRATIVE SERVICES,"
then "PURCHASING IN-
FORMATION."

For technical info, con-
tact Betty Sims, Dir of
Nursing Ed, Coastal Bend
College, Ph: (361) 354-
2544; Fx: (361) 354-
2226; Eml:
bsims@coastalbend.edu

For contractual info, con-
tact Ruth Cude, CFO, Ph:
(361) 354-2767; Fx:
(361) 354-2764; Eml:
rcude@coastalbend.edu

Return proposal(s) to:
Coastal Bend College
Business Office
Attn: Purchasing
3800 Charco Rd
Beeville, TX 78102
Attention Ruth Cude

Due dates: All proposals
are due at 3 p.m. on April
8, 2010. Any late propos-
als will not be evaluated
for award.

Coastal Bend College
does not discriminate on
the basis of race, creed,
color, national origin,
gender, age or disability.

Legal Bids & Proposals

ALAMO COLLEGES
BID/PROPOSAL
INVITATION

The Alamo Colleges is
receiving sealed bids/
proposals prior to 2:00
PM, unless otherwise in-
dicated, on the dates
shown below at the Dis-
trict Administration
Building, Purchasing De-

Legal Bids & Proposals

COASTAL BEND
COLLEGE
3800 Charco Road
Beeville, Texas 78102
(361) 358-2838
www.coastalbend.edu

Coastal Bend College has
the following bids out:

RFP# 032310001
Professional Nursing Pro-
gram Trucks for Mobile
Simulation Units Two
heavy duty pickups, die-
sel v8 engines, ability to
tow \$5500 lbs.

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 GEORGE STRAIT, THE B-52s,
 STAR WARS IN CONCERT, IRON MAIDEN,
 LORETTA LYNN, CHAYANNE,
 MICHAEL BUBLE, AND PBR.

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"THE ECLIPSE" IS A KEEPER.
 - Peter Travers, ROLLING STONE

"McPherson's eerie story has the amazing dual effect of being both
SWEETLY MOVING
AND REALLY
CREEPY."
 - Ann Hornaday, WASHINGTON POST

If there is life after death - love lives on.
 Orlan Hinds
 Iben Hjejle
 Aidan Quinn

The Eclipse
 a film by Conor McPherson

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Everyone is Invited to the
US 281 Environmental Impact Statement
PUBLIC MEETING #3

Thursday, April 29, 2010
5:30 PM - 9:00 PM

Open House: 5:30 PM - 7:00 PM
 Presentation: 7:00 PM - 7:30 PM
 Small Group Work Sessions: Start at 7:30 PM

Summit Christian Center
 2575 Marshall Road, San Antonio, Texas 78259

For more information please visit:
www.411on281.com/US281EIS

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 SAN ANTONIO, TX 78216
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 404-6941

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& Dog Day Care
by Readers' Choice

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Doggie Play-and-Stay

100% OFF-LEASH DAYCARE & BOARDING
 Load up your pup and take 'em to the Ranch for All Day Playtime in supervised social playgroups. Let your doggie make new friends and get some exercise while you're at work. In return, you get a happy, healthy, calm dog when you get home from your hectic day! If you need to go out of town, let your best friend vacation while you do! Your pup will Play All Day and relax in their own kennel at night in our Lucky Dog Hotel.

BARK-N-RIDE
 Drop off your pup and vehicle and we'll drive you to and from the Airport for \$20 roundtrip! No worries - Watch your pup play via our webcam!

www.pawderosaranch.com

Defendant accused in alternate-juror bribe try

Associated Press

DENVER, Colo. — A man is accused of passing a note for an alternate juror offering to pay \$5,000 if she was found not guilty of weapon charges.

Chely faces

new charges of bribery, jury tampering and bribing a juror. Her attorney, Mark Biddison, declined to comment.

An arrest warrant affidavit accuses Chely of putting a note on the alternate juror's chair on Thursday while no one

else was in the courtroom.

The affidavit says the note addressed the alternate juror by his first name and said in part, "Please don't find me guilty. I will pay \$5,000."

Chely was convicted Friday of illegal possession of a weapon and reckless endangerment.

She was free on bail and hadn't been taken into custody by Friday night.

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**National
News...**

mySA.com
San Antonio's Home Page

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Qualified Participants may be compensated up to \$650.00

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www.IconVolunteers.com

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Summit Christian Center

2575 Marshall Road, San Antonio, Texas 78259

For more information please visit:
www.411on281.com/US281EIS

Dillard's

Exclusive Signing Event

La Prensa y UNAM-San Antonio Presenta: Dosis de ciencia: Comezón

Por Dr. René Drucker Colín

La sensación de comezón puede ser tan efímera e intrascendente que con sólo rascarnos levemente desaparece. Sin embargo, existen situaciones en las que esta sensación puede ser mucho más persistente y molesta.

La comezón puede ser producida por el simple contacto con ciertas plantas o por el piquete de un insecto que introduce en la piel una toxina a la cual responde el organismo liberando una sustancia llamada histamina.

Esta sustancia inicia una señal que ciertas fibras nerviosas mandan primero a la médula espinal y de ahí al cerebro.

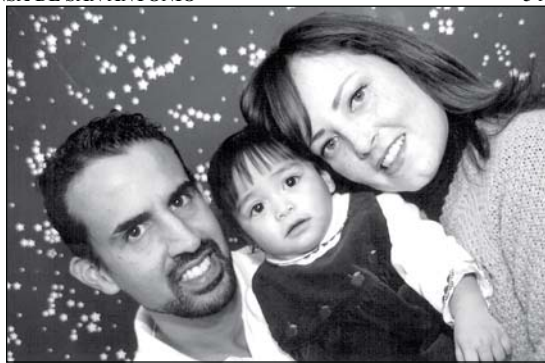
La comezón provocada por liberación de histamina desaparece tras la aplicación de antihistamínicos, que son medicamentos que neutralizan su efecto.

Existe otro tipo de comezón que puede ser producida por un padecimiento conocido como eczema atópico crónico o por irritación mecánica como la que producen fibras de lana al estar en contacto con la piel. Estos tipos de irritación no se alivian con

antihistamínicos, lo que indica que son estímulos que se transmiten a través de diferentes tipos de fibras nerviosas.

Si en una zona afectada por eczema atópico o irritación mecánica se aplica una sustancia como la capsicina, la sustancia que hace que el chile pique, ésta genera dolor y la sensación de comezón se bloquea, pues las fibras nerviosas que transmiten esta sensación también transmiten dolor. La capsicina, en cambio, no alivia la comezón producida por histamina.

unamsanantonio.unam.mx



Desde hace más de 1 año, y tras una gran espera, Sergio, Daniela y Ericka, comparten sus vidas. (Fotos, cortesía)

Continúa dando vida, después de la muerte

Por Patricia Garza

Y vivieron felices para siempre.

Ericka al igual que muchas mujeres anhelaba que esta frase se hiciera realidad en su matrimonio, sin embargo la vida la enfrentó con una adversidad que ella jamás pensó le ocurriría.

A tan solo tres meses de haberse casado se enteró de algo que le cambió la vida para siempre. Fue durante una reunión en la cual ella se empezó a sentir mal, fue a parar al hospital, y tras varios estudios le diagnosticaron Insuficiencia Renal Crónica.

"No puedo negar que tenía miedo de no saber a lo que me estaba enfrentando o lo que estaba por venir, lo primero que pensé fue, soy muy joven, estoy recién casada, ¿qué pasará con mi vida?, ¿podré tener hijos?, ¿sobreviviré a esto?, era demasiado para mí, estaba enojada, triste, me quería morir", manifestó Ericka.

Luego de tres años del diagnóstico Ericka empezó a ir a la hemodialisis dos veces por semana, en la cual pasaba tres horas y media conectada a una máquina, la cual cumplía con la función del riñón de manera artificial, ya que los suyos no tenían la capacidad de trabajar por sí solos. Fue en ese mismo año cuando le presentan

la opción de un trasplante de riñón, el cual podía cambiar su calidad de vida— eso fue un golpe nuevamente muy fuerte para ella.

Sin embargo de inmediato inició el protocolo de trasplante. "Me sometí a una serie de estudios muy específicos para ver si calificaba para ser receptora, tenían que ver mi estado de salud en general, en fin todo lo necesario para estar lista al momento de que hubiera un riñón disponible", expresó Chávez.

Empieza la cuenta de nuevo...

El tiempo transcurría y la esperanza de que alguien le donara un riñón a Ericka, crecía día a día, pero también su salud empeoraba, continuaba con la hemodialisis y el donante no aparecía.

Pero el 6 de enero del 2006, a las 10 de la mañana, Ericka recibió la llamada que cambiaría su vida, le avisaron que había un donador y era probable que le realizaran el trasplante. "Para mí no era probable, ese riñón iba a ser para mí, ya que le rogaba a Dios, que pronto llegara y llegó, pasé todo el día entre pruebas y más pruebas para ver la compatibilidad entre el donador y el receptor, y que no hubiera ningún problema... y fue para mí, gracias Dios", dijo Ericka, con las lágrimas rodando por sus mejillas.

Y ocurrió el milagro, el trasplante fue un éxito, no hubo complicaciones. Mientras que para la familia de Ericka todo era felicidad y alegría por esa nueva oportunidad de vida, a la familia del donante la embargaba el dolor, la tristeza de perder a su ser querido, pero a pesar de su dolor, hicieron una decisión muy acertada, regalarle vida otras personas tras la muerte de su pequeña Daniela, una niña de 10 años que perdió la vida en un accidente, y la cual tuvo muerte cerebral.

"Después de cuatro años y tres meses de mi trasplante aún persiste el miedo, pues el trasplante no es la cura, es un tratamiento, que no se sabe jamás cuánto va a durar, uno vive con su enfermedad, pero no vive para ella, sin embargo luego sufrí un golpe más fuerte, no podría ser madre biológica, la tristeza que sentí al enterarme fue indescribible", comentó Ericka.

Pero la vida le tenía reservadas más sorpresas a Ericka, hace un año y tres meses, llegó Daniela a la vida de Sergio y Ericka. "Somos los papás adoptivos más felices del mundo, tal vez físicamente no la tuve en mi vientre, pero ella estuvo creciendo en mi corazón día con día, por más de

Vea Daniela en la pág. 6-A

ESPERA MÁS.

Nosotros le damos

MÁS.

Presentamos el Parto Especial:
Cuidados Extra para las Futuras Mamás.

El nacimiento de su bebé puede ser una de las experiencias más emocionantes y maravillosas que usted tendrá. ¡Y Metropolitan Methodist Hospital quiere ser parte de ella! Ofrecemos a las mamás la única maternidad independiente de la ciudad que cuenta con todos los servicios para la mujer. Y ahora hemos añadido otra gran razón para que las futuras mamás elijan Metropolitan Methodist Hospital: el **Parto Especial Metro**. Creamos este servicio para ofrecer a nuestras nuevas mamás la experiencia más placentera y memorable posible, y vamos a consentirlas como nunca antes. Con el **Parto Especial Metro** las mamás disfrutarán de:

- Cohabitación para que la mamá y su bebé puedan compartir tiempo de calidad
- Alimentos preparados por un chef para todas las mamás
- Sistema avanzado de seguridad de los lactantes
- Un edificio independiente, protegido, seguro, con servicio de vigilancia en el primer piso las 24 horas del día
- Servicios de lactancia en el hospital certificados por Texas 10 Step

Parto Especial Metro cuenta con una larga lista de médicos especialistas en obstetricia y personal especializado comprometido con la seguridad y felicidad de las mamás y sus nuevos bebés durante la experiencia del parto. Algunas de las ventajas adicionales que ofrecemos a las futuras mamás incluyen:

- Ubicación cómoda cercana a su casa
- Unidad de Cuidados Intensivos Neonatales Nivel III con enlace directo con Methodist Children's Hospital*
- Médicos especialistas en obstetricia en el hospital de 6 p.m. a 6 a.m./ de guardia de 6 a.m. a 6 p.m.
- Recolección y banco de células de cordón umbilical
- Anestesiólogos en el hospital las 24 horas del día
- Director de Enfermería con más de 30 años de experiencia al frente de un personal altamente capacitado y competente
- El programa de educación para el parto más completo del área: FirstSteps
- Recorditos gratuitos Peek-A-Boo para que las futuras mamás se familiaricen con nuestras instalaciones
- Servicio Call-A-Nurse for Children, una línea telefónica de asesoría en materia de salud atendida por enfermeras pediátricas capacitadas. Llame a 210-22-NURSE (226-8773) para aprender más
- Programa Web Babies, que permite a los nuevos padres presumir a su bebé en línea
- WomanPlus®, un programa de salud y bienestar diseñado para las mujeres y sus familias

Metropolitan Methodist Hospital le ofrece más cuando se trata de opciones, comodidad, atención y tranquilidad de las futuras mamás.



**METROPOLITAN
METHODIST HOSPITAL***

Your Downtown Methodist Hospital

1310 McCullough • 210-575-0355

Llame a DoctorSource, 210-575-0355 para una referencia médica gratuita.

Pre-regístrese en línea en MetroSpecialDeliverySA.com

*Una Instalación de Methodist Hospital

WALL TO WALL BOOKS



Photo courtesy of NEISD

Bargain-hunters browse items in the North East ISD PTA Council's eighth annual used book sale at Blossom Athletic Center. The sale, which was held April 9 to 11 this year, featured more than 70,000 used books as well as DVD's and videos. Proceeds fund PTA projects.

OPED, from P4

the absence of the space shuttle will mean the space station will be vulnerable to the potential failure of major components or systems whose replacement or return to earth for repair and re-delivery were provided by the space shuttle, threatening years of research and billions in investment.

This also will have a direct impact on Texas. Johnson Space Center (JSC) in Houston is the premiere NASA center for the International Space Station and human space flight, scientific and medical research efforts.

The JSC employs more than 3,400 civil servants and more than 13,000 contract employees. In total, the JSC supports

the Houston area by generating an economic impact of more than \$4 billion and 35,000 jobs.

I have legislation which would keep space shuttles flying until it can be clearly determined that the space station is fully equipped to do research and has sufficient spares and replacement parts to keep functioning in the absence of the shuttle's capability.

LETTER, from P4

assuring public confidence in the integrity of local government and its effective, fair operation.

■ Realists like Hobbs and Machiavelli wrote that government needed a strong concentration of power in the hands of a single individual since the average citizen could not be trusted.

Locke spoke of the

general welfare and diffusion of power among elected representatives. I favor the latter.

May O'Neal

Alamo Heights resident

May 8 election-oriented letters will be considered for publication through the April 29 issue. No election-oriented letters will appear in the

May 6 issue.

Letters must be submitted by 5 p.m. Friday to eortiz@primetimenewspapers.com or by fax at 250-3350 to the North Central News' attention.

Letters are subject to editing for style, spelling, word length (250 words maximum) and libel, and should include place of residency and phone number (for verification only).

Get the 4-1-1 on 281

Everyone is Invited to the

**US 281 Environmental Impact Statement
PUBLIC MEETING #3**

**Thursday, April 29, 2010
5:30 PM – 9:00 PM**

Open House: 5:30 PM - 7:00 PM

Presentation: 7:00 PM - 7:30 PM

Small Group Work Sessions: Start at 7:30 PM

Summit Christian Center

2575 Marshall Road, San Antonio, Texas 78259

For more information please visit:
www.411on281.com/US281EIS

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qualifying units.

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TACLB17590E

FOR A GREENER TEXAS

AirCheck Listing Report

Date Range: 2010/04/29 To 2010/04/30

"toll road*" OR "toll lane*" OR "toll party" OR "texas toll party" OR ("san antonio" AND "toll part



1. APR 29 2010 5:00PM EYEWITNESS NEWS AT 5 PM
CT
[] ORDER KENS-CBS SAN ANTONIO, TX,
MARKET RANK: 37

Nielsen Audience: 81,930 Calculated Ad
Equivalency: \$1,797

Run Time: 1:17 Calculated Publicity Value:
\$5,391

30-Second Ad Equivalency: \$700

[**05:16:13 PM**] **Preview Clip** LAHOOD SAYS HE TURNED THEM ALL DOWN. JOEL BROWN, K5EWN 3IF YOU'VE TAKEN A DRIVE ALONG HIGHWAY 281 NEAR 1604, YOU KNOW WHAT A TRAFFIC NIGHTMARE IT CAN BE. THE **ALAMO REGIONAL MOBILITY AUTHORITY** WILL TAKE ANOTHER STEP TOWARD FIXING THE PROBLEM TONIGHT. IT'S HOLDING A PUBLIC MEETING TO GATHER IDEAS ON HOW TO IMPROVE THAT CORRIDOR AND DISCUSS THE ENVIRONMENTAL IMPACT OF SOME OF THOSE IDEAS. THE MEETING WILL BE HELD AT SUMMIT CHRISTIAN CENTER.

[**05:21:07 PM**] **Preview Clip** 3THEY ARE THE SICKEST OF THE SICK. PATIENTS IN HOSPITALS IN THE INTENSIVE CARE UNITS RECOVERING FROM INJURY, SURGERY OR DISEASE WHO NEED ROUND THE CLOCK SPECIALIZED CARE. NOW, IN THIS CENTER IN NORTHEAST **SAN ANTONIO**, CRITICAL CARE DOCTORS AND NURSES ARE OVERSEEING 125 BEDS IN ALL FIVE BAPTIST HOSPITALS, PROVIDING 24-HOUR OVERSIGHT OF THESE COMPLICATED CASES. IN THE ICU, WE CAN HAVE ONE PHYSICIAN AND THREE OR FOUR ICU NURSES MONITORING EVERY ICU PATIENT IN THE SYSTEM THROUGHOUT THE DAY AND THE NIGHT. THAT MEANS AN EXTRA SIGHT OF EYES LOOKING THROUGH HIGH-RESOLUTION CAMERAS, AND AN EXTRA TRAINED PROFESSIONALS INTERPRETING LABS AND VITAL SIGNS STREAMING CONSTANTLY INTO WHAT'S CALLED THE E-ICU PROGRAM, NICKNAMED E-GUARDIAN.



2. APR 29 2010 10:00AM 4 SAN ANTONIO LIVING
CT
[] ORDER WOAI-NBC SAN ANTONIO, TX,
MARKET RANK: 37

Nielsen Audience: 9,882 Calculated Ad
Equivalency: \$616

Run Time: 2:17 Calculated Publicity Value:
\$1,848

30-Second Ad Equivalency: \$135

[**10:00:12 AM**] **Preview Clip** DO. HEY, GOOD MORNING, EVERYBODY. COMING UP IN THIS HOUR OF "SAN ANTONIO LIVING" WE'RE GOING TO SHOW YOU SOME DIFFERENT WAYS TO WEAR YOUR MAKE-UP. PLUS PICKING THE RIGHT RED TONE FOR YOUR SKIN. WE'LL TELL BUT PERFECT COLORS OF RED LIPSTICKS AND A SPECIAL WAY TO MAKE YOUR EYES POP! THAT'S ALL AHEAD ON "SAN ANTONIO LIVING. AFTER THAT IT IS A DIFFERENT TAKE ON MAKING A CHILLE RELANO. DEANNA BARRIOS TREVINO IS HERE WITH HER TAKE ON A LITTLE BIT DIFFERENT WAY TO MAKE IT FOR DIPPER.

[**10:01:18 AM**] **Preview Clip** WE'LL INTRODUCE TOUT MASCETOMY BOUTIQUE AND THEY WANT TO SHOW BREAST CANCER SURVIVORS WHAT IS AVAILABLE TO YOU POST MASECTOMY. IT IS ALL AHEAD. "SAN ANTONIO LIVING" STARTS NOW! GOOD MORNING. I'M SHELLY MILES.

[**10:03:05 AM**] **Preview Clip** THOSE ARE LITTLE BOBCAT KITTENS THERE. THEY LOOK LIKE REAL KITTENS BUT THEY ARE BOBCATS AND A HUNTER FOUND THEM IN THE WOODS AND BROUGHT THEM TO THE RESCUE CENTER AND THE KITTY STEPPED IN AND SAID I'LL BE YOUR MAMA AND SHE WILL NURSE THEM UNTIL THEY ARE READY TO GO INTO THE WILD. AND "SAN ANTONIO LIVING" PICKED UP A NEW SPONSOR CARIBOU COFFEE AND THEY ARE THE SECOND LARGEST COFFEE AND WE'VE GOT THEM IN OUR GREEN ROOM OR FOR OUR GUESTS AS WELL. THEY'VE GOT GREAT COUPONS AT HEB THE LITTLE YELLOW COUPONS AND WILL GIVE YOU SOME PERCENTAGES OFF AND I WANTED TO GIVE AWAY A BAG TO GET YOU START SOD WE'VE GOT CARIBOU COFFEE AND A \$2 COUPON OFF YOUR NEXT BAG AND WE'LL GIVE THOSE AWAY TO THE FOURTH THROUGH SIXTH CALLERS AT 470-5444. AGAIN YOU CAN FIND THE CARIBOU COFFEE AT HEBALL RIGHT.



3. APR 29 2010 10:00AM 4 SAN ANTONIO LIVING
CT
[] ORDER WOAI-NBC SAN ANTONIO, TX,
MARKET RANK: 37


Nielsen Audience: 9,882 Calculated Ad
Equivalency: \$144

Run Time: 0:32 Calculated Publicity Value:
\$432

30-Second Ad Equivalency: \$135

[**10:05:23 AM**] **Preview Clip** IF YOU RECOGNIZE HIM THE MAN SEEN HERE IN THIS VIDEO YOU ARE ASKED TO CALL POLICE. YOU HAVE THE CHANCE TODAY TO SPEAK OUT ABOUT THE 281 CONSTRUCTION PROJECT. TONIGHT THE **ALAMO REGIONAL MOBILITY AUTHORITY** WANTS MORE FEEDBACK FROM YOU. IT IS A

CHANCE TO SAY WHAT YOU THINK ABOUT 281 IMPROVEMENT ALTERNATIVES NORTH OF 1604. NOW THAT MEETING IS FROM 5:30 UNTIL 9 AND IT INCLUDES AN OPEN HOUSE MEETING WHERE YOU CAN SHARE IDEAS AND ASK QUESTIONS AND FOR MORE IDEAS CAN YOU LOG ONTO WOAI.

[**10:08:12 AM**]  **Preview Clip** THANKS, DAVE. WE'LL CHECK IN WITH YOU A LITTLE LATER ON. COMING UP NEXT ON "SAN ANTONIO LIVING" WE'VE GOT SIMPLE TRICKS CAN YOU DO WITH GREAT PRODUCTS THAT YOU CAN ACTUALLY AFFORD.



4. APR 29 2010 10:00PM NEWS 4 SAN ANTONIO AT 10 PM

CT

[] ORDER

WOAI-NBC SAN ANTONIO, TX,
MARKET RANK: 37


Nielsen Audience: 48,216 Calculated Ad


Equivalency: \$6,417


Run Time: 2:55 Calculated Publicity Value:

\$19,251

30-Second Ad Equivalency: \$1,100

[**10:01:50 PM**]  **Preview Clip** DIRK NOWITZKI LED THE MAVS ALL THE WAY BACK TO TAKE THE LEAD, BUT GEORGE HILL SPARKED THE SPURS WITH SOME HUGE SHOTS IN THE FOURTH, AND THE SPURS ELIMINATE THE MAVS IN 6 GAMES, THE FINAL 97-87. ON THE PODIUM, MINUTES AGO, SPURS FANS HAD PLENTY OF HIGHS AND MORE LOWS THAN THEY WOU'VE LIKED TONIGHT. BUT A WIN IS A WIN, AND TONIGHT, JUST ABOUT EVERYONE IN SAN ANTONIO IS CELEBRATING. NEWS FOUR WOAI'S LEILA WALSH IS LIVE OUTSIDE THE AT&T CENTER WITH THE FANS. SPURS PLAYOFF COVERAGE STILL AHEAD COMPLETE HIGHLIGHTS LIVE IN THE SPURS LOCKER ROOM LATEST ON TICKETS FOR ROUND 2 COMING UP IN MINUTES NEW DETAILS TONIGHT, ABOUT THAT SCAM ARTIST WHO HAS BEEN GOING DOOR-TO-DOOR, TRICKING PEOPLE INTO GIVING HIM MONEY.

[**10:04:28 PM**]  **Preview Clip** A COMPUTER SEARCH LED ME TO THIS HALF-WAY HOUSE ON KAREN STREET WHERE MIKE MEEHAN HAD BEEN STAYING, BUT THE MAN WHO RUNS IT SAYS HE KICKED MEEHAN OUT A COUPLE WEEKS AGO FOR, YOU GUESSED IT, CONNING HIS LANDLORD OUT OF MONEY. FORMER A SCAMMER, HE CAN REALLY SCAM PEOPLE, I MEAN HE CAN REALLY DO IT BECAUSE HE DID IT TO ME. JAIE AVILA: "WE SHARED OUR INFORMATION WITH ALAMO HEIGHTS POLICE, WHO ARE TRYING TO PUT A CASE TOGETHER ON THIS, AND THEY SAY MEEHAN HAS BEEN ON THEIR RADAR. THEY'RE WORRIED HE MIGHT START BURGLARIZING SOME OF THE HOUSES HE'S VISITED. I'M NEWS FOUR WOAI TROUBLE SHOOTER JAIE AVILA.

[**10:06:20 PM**]  **Preview Clip** HE MADE THE STATEMENTS AT AN ANTI-IMMIGRATION MARCH AT CITY HALL. NEARLY 200 PEOPLE, SHOWED UP TONIGHT, TO GIVE THEIR OPINION ON HOW TO FIX CONGESTION PROBLEMS ON 281. THE ALAMO REGIONAL MOBILITY AUTHORITY HELD A PUBLIC MEETING ON THE NORTH SIDE. THE PUBLIC COMMENTED AND GAVE SUGGESTIONS. BUT, MOST WANTED TO KNOW HOW WILL THE CONSTRUCTION BE PAID FOR, WHETHER IT'S TOLL ROADS OR ANOTHER OPTION. THE RMA SAYS IT'S LISTENING TO ALL SUGGESTIONS. MEANTIME, AN AQUIFER-PROTECTION GROUP IS THREATENING TO SUE THE RMA IF IT DOESN'T PROTECT ENDANGERED SPECIES WHILE WORKING ON THE PLANNED 281 1604 INTERCHANGE. YOU CAN READ MORE ABOUT THIS AND WHETHER IT COULD DELAY THE PROJECT, IN TOMORROW'S SAN ANTONIO EXPRESS NEWS. TX-DOT WANTS YOU TO BE SAFE ON THE ROADS. SO TOMORROW, THEY'RE ENCOUARAGING YOU TO PUT DOWN YOUR PHONE, WHILE DRIVING.

Report Generated: 2010/04/30 09:09:48.800 (CT)

Total Story Count: 4

Total Nielsen Audience: 140,028

Total Run Time: 7:01

Total Calculated Ad Equivalency: \$8,974

Total Calculated Publicity Value: \$26,922



Street banners placed at US 281 S at Evans Road and Overlook Parkway.
Please see photos below:

1) US 281 S & Evans Road - at the HEB entrance:



2) US 281 S & Overlook Parkway - to the right of the Lookout Canyon Subdivision sign:



From: US281EIS [mailto:US281EIS@alamorma.org]

Sent: Thursday, April 01, 2010 5:00 PM

Subject: IMMEDIATE RELEASE: US 281 Environment Impact Statement Public Meeting #3

Please share the attached information in your newsletters and/or email blasts to your Homeowners regarding the upcoming Public Meeting #3 for the US 281 Environmental Impact Statement (EIS).

Please join the Alamo Regional Mobility Authority at Public Meeting #3 for the US 281 Environmental Impact Statement (EIS)

Thursday, April 29, 2010 from 5:30 PM – 9:00 PM to:

- Discuss the alternatives evaluation process for proposed transportation improvements along the US 281 corridor from Loop 1604 to Borgfeld Road
- Discuss the recommended reasonable alternatives that could be carried forward for detailed analysis in the Draft EIS
- Ask questions and submit comments!

The public is encouraged to participate from 5:30 PM to 9:00 PM at the Summit Christian Center, 2575 Marshall Road, San Antonio, Texas 78259.

The open house portion of the meeting will run from 5:30 PM – 7:00 PM.

Attendees should ensure they arrive by 7:00 PM for the Public Presentation.

Small working groups will then start at 7:30 PM.

For up-to-date information related to the EIS and other US 281 projects, please visit: www.411on281.com.

If you have any questions about the US 281 EIS or would like someone to speak to your association about the progress of the US 281 EIS, please contact:

Alamo Regional Mobility Authority

1222 N. Main Avenue, Suite 1000 San Antonio, Texas 78212

(210) 495-5256

www.411on281.com/US281EIS

From: [US281EIS](#)
To: [US281EIS](#)
Subject: IMMEDIATE RELEASE: US 281 Environment Impact Statement Public Meeting #3
Date: Thursday, April 15, 2010 6:05:23 PM
Attachments: [US 281 EIS PM#3 Meeting Flyer - FINAL.pdf](#)
Importance: High

The Alamo RMA would like to encourage the participation of the public with the US 281 Environmental Impact Statement Public Meeting #3. In order to spread the word about the public meeting, we respectfully request your assistance. Please share the attached meeting flyer in your newsletters and/or email blasts regarding the upcoming Public Meeting #3 for the US 281 Environmental Impact Statement (EIS).

Please join the Alamo Regional Mobility Authority at Public Meeting #3 for the US 281 Environmental Impact Statement (EIS) Thursday, April 29, 2010 from 5:30 PM – 9:00 PM to:

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- Discuss the recommended reasonable alternatives that could be carried forward for detailed analysis in the Draft EIS
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Alamo Regional Mobility Authority
1222 N. Main Avenue, Suite 1000
San Antonio, Texas 78212
(210) 495-5256
www.411on281.com/US281EIS

From: [US281EIS](#)
To: [US281EIS](#)
Subject: NOTICE: US 281 ENVIRONMENTAL IMPACT STATEMENT - PUBLIC MEETING #3 - THURSDAY, April 29th!
Date: Monday, April 26, 2010 3:15:04 PM
Attachments: [US 281 EIS PM#3 Flier FINAL2.pdf](#)

Please join the Alamo Regional Mobility Authority at Public Meeting #3 for the US 281 Environmental Impact Statement (EIS) Thursday, April 29, 2010 from 5:30 PM – 9:00 PM at the Summit Christian Center, 2575 Marshall Road, San Antonio, Texas 78259.

Join us to:

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If you're not able to attend the public meeting, there are many different ways to submit your US 281 EIS comments:

- Visit the web site at www.411on281.com/us281eis/index.cfm/submit-comments/
- Email the US 281 EIS mailbox at US281EIS@AlamoRMA.org
- Fax comments to (210) 495-5403
- Mail comments to the Alamo RMA (see address below)

For up-to-date information related to the EIS and other US 281 projects, please visit:
www.411on281.com.

If you have any questions about the US 281 EIS, or would like someone to speak to your association about the progress of the US 281 EIS, please contact:

Alamo Regional Mobility Authority
1222 N. Main Avenue, Suite 1000
San Antonio, Texas 78212
(210) 495-5256
US281EIS@AlamoRMA.org
www.411on281.com/US281EIS

From: [US281EIS](#)
To: [US281EIS](#)
Subject: FW: NOTICE: US 281 Environment Impact Statement Public Meeting #3
Date: Thursday, April 29, 2010 9:33:14 AM

The US 281 EIS Public Meeting #3 is tonight!

If you aren't able to attend the meeting tonight, the meeting presentation and materials are now available on the 411on281 website at:

<http://tinyurl.com/295x2ug>.

If you would like to provide comments that will be included in the final meeting report for Public Meeting #3, please click the link to go to the "submit comment" section of the 411on281 website: <http://www.411on281.com/us281eis/index.cfm/submit-comments/>.

We hope to see you at the meeting tonight!

Alamo Regional Mobility Authority
1222 N. Main Avenue, Suite 1000
San Antonio, Texas 78212
(210) 495-5256
US281EIS@AlamoRMA.org
www.411on281.com/US281EIS

From: US281EIS
Sent: Tue 4/13/2010 12:03 AM
Subject: NOTICE: US 281 Environment Impact Statement Public Meeting #3

Please join the Alamo Regional Mobility Authority at Public Meeting #3 for the US 281 Environmental Impact Statement (EIS) Thursday, April 29, 2010 from 5:30 PM – 9:00 PM at the Summit Christian Center, 2575 Marshall Road, San Antonio, Texas 78259.

Join us to:

- Discuss the alternatives evaluation process for proposed transportation improvements along the US 281 corridor from Loop 1604 to Borgfeld Road
- Discuss the recommended reasonable alternatives that could be carried forward for detailed analysis in the Draft EIS
- Ask questions and submit comments!

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1222 N. Main Avenue, Suite 1000
San Antonio, Texas 78212
(210) 495-5256
US281EIS@AlamoRMA.org
www.411on281.com/US281EIS

US281EIS

From: US281EIS **Sent:** Mon 5/10/2010 12:53 PM
To: US281EIS
Cc:
Subject: LAST DAY TO SUBMIT YOUR COMMENTS TO BE INCLUDED IN US 281 EIS PUBLIC MEETING #3!
Attachments:

Today is the last day to submit your comments and to have them recorded in the final meeting report for the US 281 EIS Public Meeting #3 that was held on April 29, 2010.


There are many ways to submit your US 281 EIS comments:

- Visit the web site at www.411on281.com/us281eis/index.cfm/submit-comments/
- Email the US 281 EIS mailbox at US281EIS@AlamoRMA.org
- Fax comments to (210) 495-5403
- Mail comments to the Alamo RMA (see address below)


To view or download all documents from the US 281 EIS Public Meeting #3, please visit:
<http://www.411on281.com/us281eis/index.cfm/events/public-meetings/april-29-2010/>.

If you have any questions about the US 281 EIS, or would like someone to speak to your association about the progress of the US 281 EIS, please contact:

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1222 N. Main Avenue, Suite 1000
San Antonio, Texas 78212
(210) 495-5256
US281EIS@AlamoRMA.org
www.411on281.com/US281EIS



Get the 4-1-1 on 281



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US 281 Environmental Impact Statement PUBLIC MEETING #3

Join us at the meeting to:

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- Discuss the recommended reasonable alternatives that will be carried forward for detailed analysis in the Draft EIS
- Ask questions and submit comments!

Thursday, April 29, 2010

5:30 PM – 9:00 PM

Open House: 5:30 PM - 7:00 PM

Presentation: 7:00 PM - 7:30 PM

Small Group Work Sessions: Start at 7:30 PM

Summit Christian Center

2575 Marshall Road, San Antonio, Texas 78259

For more information please visit:
www.411on281.com/US281EIS

Newsletter

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The 4-1-1 on 281

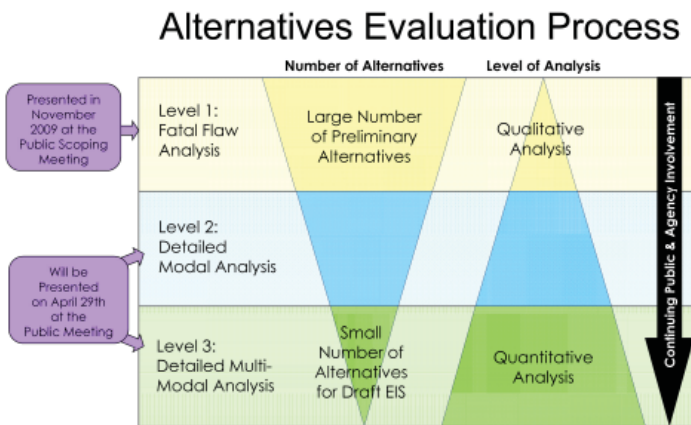
THE LATEST ON THE US 281 ENVIRONMENTAL IMPACT STATEMENT

APRIL 2010

The US 281 EIS Team has been Crunching the Numbers...

The November 2009 public scoping meeting focused on the preliminary alternatives for transportation improvements and the results from Level 1 of the Alternatives Evaluation Process.

Below is a flowchart representing the alternatives evaluation process for transportation improvements within the US 281 corridor that the US 281 EIS Team has been working through since the last public scoping meeting in November.



In Level 1, alternatives were evaluated for fatal flaws, such as not being compatible with regional plans, an unproven technology or major adverse impacts.

Since November 2009, the US 281 EIS team has developed alternatives and more qualitative/quantitative assessments in Level 2 and Level 3 of the alternatives evaluation process:

In Level 2, individual transportation modes (such as transit) were evaluated. Here are a few evaluation measures or questions that were used in this process:

- 1) Is this option capable of satisfying future travel demand?
- 2) Is this option safe?
- 3) Does this option reduce travel time?
- 4) Is it possible and practical to build this option from an engineering standpoint?
- 5) Is this option able to connect with a transportation mode planned or currently used in San Antonio?

In Level 3, the individual transportation modes were combined into packages (such as an expressway with frontage roads and main lanes). These packages were evaluated using the Level 2 measures (listed above) and additional measures or questions including:

- 1) If this option was built, what would be the average vehicle speeds in 2035?
- 2) How much right-of-way would this option need?
- 3) Would any homes or businesses be displaced if this option were chosen?
- 4) What would this option cost to build?
- 5) Are there any environmental impacts?

Please join us on April 29, 2010 to discuss the Level 2 and Level 3 results of the alternatives evaluation process and the recommendations for Reasonable Alternatives that will be carried forward in the Draft EIS for detailed analysis.

As we move forward with the EIS process, your comments will continue to help shape the future of the US 281 corridor!

US 281 EIS Team Looks at “Managed Lane” Concept

Both toll and non-toll alternatives for improving US 281 will be evaluated in the Draft EIS, but there is a third type of facility – known as “managed lanes” – that is also being considered. While the managed lane concept includes charging a price to single-occupant vehicles, it also seeks to encourage high-occupancy vehicle (HOV) travel and public transportation use. Travelers who choose to carpool or take public transportation could use these lanes free of charge. Increasing HOV and transit use in the corridor would yield environmental benefits, such as lower amounts of air pollution. These types of facilities – also known as “high-occupancy toll” (HOT) lanes or “congestion pricing” facilities – are currently used on many highways throughout the United States including the Katy Tollway in Houston, TX.

Managed lane facilities have the potential to provide a variety of benefits to both motorists and transit users. While no strategy can be expected to eliminate congestion, managed lanes could provide an im-

portant transportation management tool to ease congestion for all commuters.

No decision has been made yet regarding managed lanes, but if such a facility were to be implemented for US 281, operational policies would need to be determined. Should discounts or free fares be provided to carpools, vanpools, transit or other types of vehicles?

How would pricing be determined? Who is charged during non-peak or non-rush hour periods? Consensus on these and many other policy choices would be essential in order for the public to embrace and support the concept of managed lanes.



Katy Tollway, Houston TX

US 281 EIS Peer Technical Review Committee

The Federal Highway Administration (FHWA) and the US 281 EIS Joint Lead Agencies (Texas Department of Transportation and the Alamo RMA) have created a Peer Technical Review Committee to provide expert oversight and scrutiny at key coordination points throughout the EIS process including:

- Development of the Need and Purpose to improve the US 281 corridor
- Identification of the range of improvement options for the US 281 corridor
- Collaboration on overall methods
- Completion of the Draft EIS
- Identification and refinement of the Preferred Alternative
- Completion of the Final EIS

The Committee, which is chaired by the FHWA as the responsible federal agency, had its first meeting in November 2009 and will continue to work

cooperatively throughout the project to provide input on data and methodologies for the EIS process. Members of the Peer Technical Review Committee include:

- Federal Highway Administration
- Alamo Regional Mobility Authority
- Texas Department of Transportation
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Texas Parks and Wildlife Department
- Texas Commission on Environmental Quality
- Edwards Aquifer Authority
- Bexar County
- San Antonio – Bexar County Metropolitan Planning Organization
- VIA Metropolitan Transit
- San Antonio Water System
- City of San Antonio

Karst & Bird Surveys Underway

You may have seen people walking around along US 281 in bright green vests or received a letter requesting permission for right-of-entry in the mail. We have started the biological surveys for the EIS, specifically the karst surveys and the bird surveys.

The karst surveys involve experienced technicians and biologists looking for karst features. Karst is a word used to describe an area where water has dissolved part of the limestone bedrock, creating pathways in the rock (fissures, cracks, sink-holes, caves, etc.). These pathways connect the ground surface to the Edwards aquifer that San Antonio relies upon for its water supply. As a result, the water that flows through these pathways can contain contaminants that are not filtered out before reaching the aquifer.



Biologist Descending Into Cave-Sized Karst Feature

Later this year you may see technicians and biologists digging and crawling into these features. They are trying to determine the sensitivity of these features by looking for endangered species called karst invertebrates. Invertebrates are animals without internal skeletons or backbones similar to beetles or grasshoppers. Although, they are small and seldom seen, spending most of their lives underground, these invertebrates are biologically and ecologically unique.



Golden-Cheeked Warbler

The bird survey involves experienced biologists looking and listening for the golden-cheeked warbler. This bird nests only in central Texas in mixed ash-juniper and oak woodlands, ravines and canyons. They spend the winter in Mexico and Central America then come to Texas in March to nest and raise their young. The golden-cheeked warbler is the only species that nests exclusively in Texas.

Para recibir este boletín en Español por favor llame 210.495.5256.



ALAMO RMA
Alamo Regional Mobility Authority

WAYS TO GET INVOLVED

Public Meeting #3:

Recommended Reasonable Alternatives

Join us at the Public Meeting to:

- Discuss the alternatives evaluation process for proposed transportation improvements
- Discuss the recommended reasonable alternatives that could be carried forward for detailed analysis in the Draft EIS
- Ask questions and submit comments!

Thursday, April 29, 2010

5:30 PM – 9:00 PM

Open House: 5:30 PM – 7:00 PM

Presentation: 7:00 PM – 7:30 PM

Small Group Work Sessions: 7:30 PM

Summit Christian Center

2575 Marshall Road
San Antonio, TX 78259

If you attended the November 2009 Public Scoping Meeting, you may remember the small group sessions. We received positive feedback in November 2009 and are planning to have a similar format in April 2010. If you are interested in participating in detailed discussions, having the opportunity to ask questions and hear what your neighbors think about alternative transportation solutions, please join us for the small group work sessions after the presentation.

If you would like to attend the meeting and have special communication or accommodation needs, please contact the Alamo RMA at 210.495.5256 by Thursday, April 22, 2010.

If you are unable to attend this meeting and would like your comment included in the record, submit your written comments to the Alamo RMA by May 10, 2010.

Please email comments to:
US281EIS@AlamoRMA.org

Or mail to:

US 281 Environmental Impact Statement
Alamo Regional Mobility Authority
1222 N Main Avenue, Suite 1000
San Antonio, Texas 78212

UPCOMING EVENTS

The following events are tentatively scheduled during the course of the EIS process:

- **June 2011**
Public Hearing; Draft EIS
- **September 2011**
Public Meeting; Identification of the Preferred Alternative

*The time between the public meeting on April 29, 2010 and the public hearing is needed to allow the EIS team to complete detailed analyses of impacts of the reasonable alternatives and prepare the Draft EIS. Although there will not be a public meeting during this time, the Community Advisory Committee and Peer Technical Review Committee will hold meetings; presentations will be given at Home Owners Association meetings and other community organization meetings; and www.411on281.com/US281EIS will continue to be updated to keep everyone informed and engaged during this part of the EIS process.

This species was listed as endangered in 1990 as a result of long-term habitat loss, as mature woodlands were cleared for development or to grow crops or hay. It is important to know if any of these endangered species would be affected by the improvements being considered for US 281. The results of these biological surveys will help us avoid threats to endangered species and ensure our drinking water remains safe and clean.

Comments, Comments, Comments

Almost 200 comments were received during the comment period for the first US 281 EIS Public Scoping Meeting held in August 2009. The comments and responses have been placed into the official EIS record and compiled into a meeting report. Please take the opportunity to read what your friends and neighbors think about the Need and Purpose for improvements along the US 281 corridor and the range of improvement options. This document is now available for download on www.411on281.com/US281EIS.

Printed copies are also available for viewing at:

Alamo Regional Mobility Authority 1222 N. Main Ave., Ste 1000 San Antonio, TX 78212	Brook Hollow Library 530 Heimer Rd. San Antonio, TX 78232	San Antonio Central Library 600 Soledad St. San Antonio, TX 78205
Bannwolf Library at Reagan High School 19000 Ronald Reagan Dr. San Antonio, TX 78258	Frank M. Tejeda Middle School 2909 E. Evans Rd. San Antonio, TX 78259	

The comments received at the second Public Scoping Meeting held in November 2009 are being compiled into the official EIS record and once finalized, this record will be available for you to review.

Get the 4-1-1 on 281



Stay Informed and Get Involved!

Thank you to everyone who has already participated by submitting a comment, visiting the web site or attending the first public scoping meetings. Please continue to stay involved and ask your neighbors and friends to participate too! Your comments and participation continue to be vital to the success of the EIS process.

Remember, there are different ways to provide comments:

- Attend the Public Meeting on April 29, 2010
- Visit the web site at www.411on281.com/US281EIS
- Follow the US 281 EIS on Facebook and Twitter
- Email the US 281 EIS mailbox at US281EIS@AlamoRMA.org
- Fax comments to (210) 495-5403
- Mail comments to the Alamo RMA (see address below)

*Although social media (Twitter, Facebook, and blogs) are available for and intended to encourage public dialogue about the US 281 EIS process, they are provided for outreach and informational purposes only. To ensure your comment is included in the official EIS record, only submit comments in the ways listed above.

Contact Us:

Alamo Regional Mobility Authority
1222 N Main Ave, Suite 1000
San Antonio, Texas 78212
(210) 495-5256

www.AlamoRMA.org
www.411on281.com/US281EIS
US281EIS@AlamoRMA.org



Alamo Regional Mobility Authority | 1222 N Main Ave, Suite 1000 | San Antonio, Texas 78212 | 210.495.5256

Dear Friends and Neighbors,

I want to start by thanking you for taking the time to get involved with the US 281 Environmental Impact Statement (EIS). Whether you attended the last two public scoping meetings, submitted comments, or visited the EIS web site, your participation is vital to the success of this process. Many of you may be wondering...Why is the alternatives evaluation process for transportation improvements so important? The process of finding and evaluating different ways of meeting the Need and Purpose for transportation improvements is the heart of the National Environmental Policy Act (NEPA) process. The Alamo Regional Mobility Authority (RMA), Federal Highway Administration (FHWA) and Texas Department of Transportation (TxDOT) will objectively evaluate all Reasonable Alternatives in the Draft EIS and describe the reasons why the other options were eliminated from detailed study. Reasonable Alternatives are those options that meet the Need and Purpose for improvements and are practical and feasible from a technical and economic standpoint.

Public Meeting #3 will be held on Thursday, April 29, 2010 to discuss the results of the alternatives evaluation process and the recommendations for Reasonable Alternatives that would be carried forward in the Draft EIS for detailed analysis.

In this newsletter you'll read about the alternatives evaluation process, "managed lanes", karst surveys, bird surveys and the Peer Technical Review Committee. To learn more and participate in the EIS process, please join us on April 29, 2010 at the public meeting and/or visit www.411on281.com/US281EIS. We look forward to seeing you there!

Sincerely,

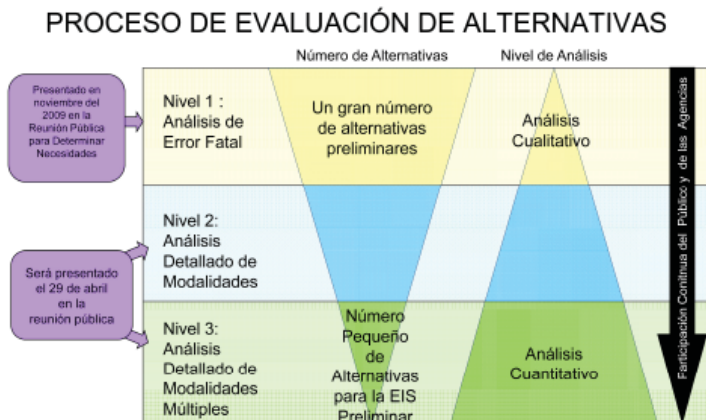
Dr. William E. Thornton
Chairman
Alamo Regional Mobility Authority



El equipo EIS US 281 ha estado estudiando las cifras...

El enfoque principal de la reunión pública para determinar necesidades celebrada el mes de noviembre de 2009 fueron los mejoramientos de transporte y los resultados del Nivel 1 del Proceso de Evaluación de Alternativas.

La siguiente es una gráfica que representa el flujo del proceso de evaluación de alternativas de mejoramientos de transporte dentro del corredor US 281 que ha estado desarrollando el Equipo EIS US



281 desde la última reunión pública para determinar necesidades en noviembre.

En el Nivel 1, se evaluaron las alternativas para detectar defectos graves, tales como la incompatibilidad con planes regionales, una tecnología no comprobada o mayores impactos adversos.

Desde el mes de noviembre de 2009, el equipo EIS US 281 ha elaborado alternativas y llevado a cabo evaluaciones adicionales de calidad/cantidad en los niveles 2 y 3 del proceso de evaluación de alternativas:

En el Nivel 2, se analizaron las modalidades

individuales de transporte (como el tránsito). Estas son algunas de las preguntas o mediciones de evaluación que se utilizaron en este proceso:

- 1) ¿Tiene esta opción la capacidad de satisfacer exigencias futuras de demanda de viajes?
- 2) ¿Es segura esta opción?
- 3) ¿Reduce el tiempo de demanda de viajes?
- 4) ¿Es posible y práctica la construcción de esta opción desde un punto de vista de ingeniería?
- 5) ¿Es posible que esta opción se conecte con una modalidad de transporte actual o programada en San Antonio?

En el Nivel 3, las modalidades individuales de transporte se combinaron en paquetes (como una carretera con accesos laterales y carriles principales). Estos paquetes se evaluaron utilizando las medidas de Nivel 2 (enumeradas arriba) y con medidas y preguntas adicionales, incluyendo las siguientes:

- 1) Al construirse esta opción, ¿cuáles serían las velocidades promedio de vehículos en el 2035?
- 2) ¿Cuáles serían los requisitos de derecho de vía de esta opción?
- 3) Al escogerse esta opción, ¿implicaría el desplazamiento de casas o negocios?
- 4) ¿Cuál sería el costo de construcción de esta opción?
- 5) ¿Implica impactos ambientales?

Favor de acompañarnos el 29 de abril de 2010 para hablar sobre los resultados del Nivel 2 y 3 del proceso de evaluación de alternativas y las recomendaciones de Alternativas Razonables que se incluirán en la EIS Preliminar para un análisis detallado.

En el transcurso del proceso EIS, ¡sus comentarios seguirán ayudando en la formación del futuro del corredor US 281!

El Equipo EIS US 281 Estudia el Concepto de “Carril Administrado” para la Carretera US 281

La EIS Preliminar examinará las alternativas de peaje y de no peaje, pero existe un tercer tipo de instalaciones – conocido como “carriles administrados” – que también se está considerando. Aunque el concepto de carril administrado incluye una tarifa para los vehículos con una sola persona, también trata de fomentar el transporte tipo vehículo de alta ocupación (conocido como HOV, por sus siglas en inglés), así como el uso del transporte público. Viajeros que escogen viajar juntos con otros en forma carpool o toman transporte público podrán utilizar estas carriles sin pagar peaje. El aumento de HOV y el uso de transporte público en el corredor traería beneficios al medio ambiente, como una reducción en la contaminación del aire. Estos tipos de instalaciones – que también se conocen como instalaciones de carriles de “peaje de vehículo de alta ocupación” (HOT por sus siglas en inglés) o instalaciones de “precios de congestiónamiento” – actualmente se utilizan en muchas carreteras de los Estados Unidos, incluyendo la carretera de peaje de Katy en Houston, TX.

Las instalaciones de carriles administrados tienen el potencial de proporcionar una variedad de beneficios a los conductores y a los usuarios del transporte público. Aunque no existe una estrategia que pueda

completamente eliminar el congestionamiento, los carriles administrados sí lograrían ser una herramienta importante de la administración del transporte para reducir el congestionamiento para todos los que utilizan estas vías.

Aún no se ha tomado una decisión sobre los carriles administrados, pero si se implementaran este tipo de instalaciones para la carretera US281, se tendrían que elaborar políticas operativas. ¿Se debería ofrecer descuento o peaje gratuito a los vehículos de alta ocupación, a los vehículos de transporte público o a otros tipos de vehículos? ¿Cómo se determinaría la tarifa? ¿A quién se le cobra durante las horas que no son horas de máximo tráfico? Sería crítico llegar a un consenso sobre estas y muchas más opciones de políticas para que el público pudiera aceptar y apoyar el concepto de los carriles administrados.



Katy Tollway, Houston TX

El Comité de Expertos de Revisión Técnica US 281 EIS

La Administración Federal de Carreteras y el Conjunto de Agencias Principales EIS US 281 (El Departamento de Transporte de Texas y la Alamo RMA) han creado un Comité de Expertos de Revisión Técnica para que provea una supervisión y análisis experto en puntos clave de coordinación a lo largo del proceso EIS, incluyendo:

- Desarrollo de la Necesidad y el Propósito para mejorar el corredor US 281
- Identificación de la gama de opciones de mejoras para el corredor US 281
- Colaboración en los métodos generales
- Completar la EIS Preliminar
- Identificación y refinamiento de la Alternativa Preferida
- Completar la EIS Final

El comité, que presidió la FHWA como la agencia federal encargada, celebró su primera audiencia en el mes de noviembre de 2009 y seguirá trabajando cooperativamente a lo largo del proyecto para contribuir en cuanto a la información y las

metodologías para el proceso EIS.

Los miembros del Comité de Expertos de Revisión Técnica incluyen a:

- La Administración Federal de Carreteras
- La Autoridad Regional Alamo de Movilidad
- El Departamento de Transporte de Texas
- El Cuerpo de Ingenieros del Ejército de Estados Unidos
- El Servicio Estadounidense de Pesca y Fauna y Flora
- El Departamento de Parques y Fauna y Flora de Texas
- La Comisión para la Calidad Ambiental de Texas
- La Autoridad del Acuífero Edwards
- El Condado de Bexar
- La Organización de Planificación Metropolitano de San Antonio – Bexar County
- Tránsito Metropolitano VIA
- El Sistema de Agua de San Antonio
- La Ciudad de San Antonio

Estudios Karst y de Aves en Proceso

Es posible que haya observado a personas caminando por la carretera US 281 en chalecos de color verde brillante, o que haya recibido una carta en el correo pidiendo permiso de derecho de entrada. Hemos iniciado los estudios biológicos para la EIS, específicamente los estudios karst y de las aves.

En los estudios karst, biólogos y técnicos experimentados buscan evidencia de la karstificación. Karst es una palabra que se utiliza para describir un área en la que el agua ha disuelto parte de la piedra caliza subyacente, creando cavidades en la roca (fisuras, grietas, sumideros, cuevas, etc.). Estas cavidades forman vías que conectan la superficie terrestre con el acuífero del que San Antonio depende como su fuente de agua. El resultado es que el agua que fluye por estas vías pudiera tener contaminantes que no se filtran antes de llegar al acuífero.

Posteriormente, este año, es posible que vea técnicos



Biólogo Descendiendo En Una Cueva Tipo Karst

y biólogos excavando e ingresando a estas cavidades. Están tratando de determinar la sensibilidad de estas características, buscando especies en peligro de desaparecer conocidas como invertebrados karst. Los invertebrados son animales sin esqueletos internos o espinas como los escarabajos o los grillos. Aunque son muy pequeños y raramente se ven porque pasan la mayor parte de su vida debajo de la tierra, estos invertebrados son biológica y ecológicamente únicos. El estudio sobre los pájaros incluye biólogos



El Chipe Mejilla Dorada

experimentados buscando y tratando de oír al chipe mejilla dorada. Este pájaro anida en bosques que combinan árboles tipo junípero cenizo y robles, barrancos y cañadas en la parte central de Texas. Pasan los inviernos en México y Centro América, luego emigran a Texas en el mes de marzo para anidar y tener crías. El chipe mejilla dorada es la única especie que anida exclusivamente en Texas. Esta especie fue incluida en la lista de especies en peligro de

CÓMO PARTICIPAR

Reunión pública #3:

Alternativas Razonables que se Recomiendan

Acompáñenos en la reunión pública para:

- Hablar sobre el proceso de evaluación de las alternativas para las mejoras propuestas de transporte
- Hablar sobre las alternativas razonables recomendadas que se podrán incluir en la EIS Preliminar para un análisis detallado
- ¡Hacer preguntas y comentarios!

Jueves, 29 de abril del 2010
5:30 PM – 9:00 PM

Exhibición Abierta al Público: 5:30–7:00 p.m.

Presentación: 7:00–7:30 p.m.

Sesiones de Trabajo en Grupos: 7:30 p.m.

Summit Christian Center

2575 Marshall Road

San Antonio, TX 78259

Si usted asistió a la reunión pública para determinar necesidades del mes de noviembre del 2009, recordará las sesiones de trabajo que hubo de grupos pequeños. Recibimos comentarios positivos en noviembre del 2009, y nuestro plan es tener un formato similar en abril del 2010. Si le interesa participar en conversaciones detalladas, tener la oportunidad de hacer preguntas y escuchar lo que tengan que decir sus vecinos sobre las soluciones alternativas del transporte, favor de acompañarnos para las sesiones de trabajo en grupos pequeños después de la presentación.

Si quiere asistir a la reunión pública y tiene necesidades especiales físicas o comunicativas, favor de comunicarse con la Alamo RMA al 210.495.5256 para el jueves, 22 de abril del 2010.

Si no puede asistir a esta reunión pública y le gustaría que su comentario se incluyera en la documentación, envíe su comentario por escrito a la Alamo RMA antes del 10 de mayo del 2010.

Favor de enviar sus comentarios electrónicamente a:

US281EIS@AlamoRMA.org

o por correo al:

US 281 Environmental Impact Statement

Alamo Regional Mobility Authority

1222 N Main Avenue, Suite 1000

San Antonio, Texas 78212

ACTIVIDADES FUTURAS

Las siguientes actividades están tentativamente programadas durante el transcurso del proceso EIS:

- ***Junio 2011 – Audiencia Pública: EIS Preliminar**
- **Septiembre 2011 – Reunión Pública: Identificación de la Alternativa Preferida**

*El plazo de tiempo entre la reunión pública el 29 de abril del 2010 y la audiencia pública es necesario para permitir que el equipo EIS termine su análisis detallado de los impactos de las alternativas razonables y para que prepare la EIS Preliminar. Aunque no se celebrará una reunión pública durante este plazo de tiempo se reunirán, el Comité Asesor Comunitario y el Comité de Expertos de Revisión Técnica; harán presentaciones en reuniones de propietarios de viviendas y de otras sociedades comunitarias; y se actualizará constantemente el sitio www.411on281.com/US281EIS para mantener a todos informados y como participantes durante esta parte del proceso EIS.

desaparecer en 1990 debido a la pérdida de hábitat a largo plazo, a medida que los bosques maduros han sido desmontados para construir viviendas o para cultivos o heno.

Es importante saber si alguna de estas especies en peligro de desaparecer sería afectada por las mejoras que se están considerando para la US 281. Los resultados de estos estudios biológicos nos ayudarán a evitar amenazas a especies en peligro de desaparecer y para asegurarnos que nuestra agua potable permanezca segura y limpia.

Comentarios, Comentarios, Comentarios

Se recibieron casi 200 comentarios durante el plazo asignado para comentarios de la Primera Reunión Pública para Determinar las Necesidades de la EIS US 281, que se celebró el mes de agosto del 2009. Estos comentarios y respuestas se incluyeron en la documentación oficial EIS y se recopilaron como parte de un informe de la reunión. Por favor, aproveche la oportunidad de leer lo que piensan sus amigos y sus vecinos sobre la Necesidad y el Propósito de las mejoras a lo largo del corredor US 281 y la gama de opciones para estas mejoras. Este documento ahora está disponible en www.411on281.com/US281EIS.

También hay copias impresas disponibles para su revisión en:

Alamo Regional Mobility Authority
1222 N. Main Ave., Ste 1000
San Antonio, TX 78212

Brook Hollow Library
530 Heimer Rd.
San Antonio, TX 78232

San Antonio Central Library
600 Soledad St.
San Antonio, TX 78205

Bannwolf Library en Reagan High School
19000 Ronald Reagan Dr.
San Antonio, TX 78258

Frank M. Tejeda Middle School
2909 E. Evans Rd.
San Antonio, TX 78259

Los comentarios que se recibieron en la Segunda Reunión Pública para Determinar las Necesidades que se celebró en el mes de noviembre del 2009, actualmente se están recopilando para que formen parte de la documentación oficial EIS y una vez que se finalice este expediente, se hará disponible para su revisión.

Consiga el 411 de 281



Manténgase Informado y Participe

Gracias a todos ustedes que ya han participado con sus comentarios, sus visitas al sitio web y su asistencia a la reunión pública para determinar las necesidades correspondientes a este asunto. Por favor sigan participando e inviten a sus vecinos y a sus amigos a que participen también. Sus comentarios y su participación siguen siendo una parte muy importante para el éxito del proceso EIS.

Recuerden que hay diferentes maneras de hacernos llegar sus comentarios:

- Asista a la reunión pública el 29 de abril del 2010
- Visite el sitio web www.411on281.com/US281EIS
- Siga los acontecimientos de EIS US 281 en Facebook y Twitter
- Envíe un correo electrónico al buzón de EIS US 281 al US281EIS@AlamoRMA.org
- Envíe sus comentarios por fax al (210) 495-5403
- Envíe sus comentarios por correo a la Alamo RMA (La dirección se incluye abajo)

Aunque los sitios de medios sociales electrónicos (como Twitter, Facebook y los blogs) están disponibles y su propósito es el de fomentar un diálogo público sobre el proceso de la EIS US 281, son únicamente para proporcionar información y llegar al público. Para asegurarse de que su comentario se documente en el acta EIS oficial, utilice solamente los métodos indicados arriba para hacérselo llegar.

Comuníquese con Nosotros:

Alamo Regional Mobility Authority
1222 N Main Ave, Suite 1000
San Antonio, Texas 78212
(210) 495-5256

www.AlamorMA.org
www.411on281.com/US281EIS
US281EIS@AlamoRMA.org

Alamo Regional Mobility Authority | 1222 N Main Ave, Suite 1000 | San Antonio, Texas 78212 | 210.495.5256



Estimado Amigos y Vecinos,

Quiero empezar agradeciéndoles por haber tomado el tiempo para participar en la Declaración de Impactos Ambientales US 281 (o EIS por sus siglas en inglés). Si asistió a las últimas dos reuniones públicas para determinar las necesidades, hizo comentarios por escrito o visitó el sitio web EIS, su participación representa una parte crítica para el éxito de este proceso. Es probable que muchos de ustedes se estén preguntando... ¿Por qué es tan importante el proceso de evaluación de alternativas de mejoramientos de transporte? El proceso de determinar y evaluar las distintas formas de cubrir la Necesidad y el Propósito de los mejoramientos de transporte es el eje del proceso de la Ley Nacional de Política Ambiental (o NEPA por sus siglas en inglés). La Autoridad Regional Alamo de Movilidad (RMA), la Administración Federal De Carreteras (FHWA por sus siglas en inglés) y el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés), de manera objetiva, evaluarán todas las Alternativas Razonables en la EIS Preliminar y describirán las razones por las cuales se eliminaron las otras opciones del estudio detallado. Las Alternativas

Razonables son aquellas opciones que cumplieron con la Necesidad y el Propósito para los mejoramientos, y que son prácticas y factibles desde un punto de vista técnico y económico. Se hará una Reunión Pública (#3) el jueves, 29 de abril de 2010, para examinar los resultados del proceso de evaluación de alternativas y las Alternativas Razonables Recomendadas que se incluirían en la EIS Preliminar para un análisis detallado.

En este boletín, se enterará del proceso de evaluación de alternativas, “carriles administrados”, estudios karst, estudios de aves y el Comité de Expertos de Revisión Técnica. Para obtener mayor información y para participar en el proceso EIS, favor de acompañarnos el 29 de abril de 2010 en la reunión pública y/o visitar el sitio www.411on281.com/US281EIS.

¡Esperamos verlo ahí!

Sinceramente,

Dr. William E. Thornton
Chairman
Alamo Regional Mobility Authority



Letters to Elected Officials

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March 29, 2010

BOARD OF DIRECTORS

DR. WILLIAM E. THORNTON
CHAIRMAN

ROBERT S. THOMPSON
VICE-CHAIR

REYNALDO L. DIAZ, JR.
SECRETARY/TREASURER

ARTHUR J. DOWNEY, JR

JAMES R. REED

ROBERT G. RODRIGUEZ

CHRISTEL VILLARREAL

TERRY M. BRECHTEL
EXECUTIVE DIRECTOR

The Alamo Regional Mobility Authority (Alamo RMA) in partnership with the Federal Highway Administration and the Texas Department of Transportation will hold a public meeting regarding possible transportation improvements to US 281 from Loop 1604 to Borgfeld Road. The Alamo RMA is preparing an Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act of 1969, to analyze potential direct, indirect, and cumulative effects to the human and natural environment from the construction and operation of proposed transportation improvements.

The public is encouraged to attend a public meeting on Thursday, April 29, 2010, between 5:30 pm and 9:00 pm, at Summit Christian Center, 2575 Marshall Road, San Antonio, Texas 78259. The meeting will consist of an open house from 5:30 pm to 7:00 pm, a presentation at 7:00 pm and small group work sessions beginning at 7:30 pm. Project team members from the Alamo RMA and its consultants will be available to discuss and answer questions regarding US 281 proposed transportation improvements and the EIS process.

The purpose of this meeting is to gather public input on the alternatives development and screening process for the proposed transportation improvements and the recommended reasonable alternatives that would be considered in the Draft EIS.

Please feel free to contact Michelle Martinez or Lisa Adelman at 210.495.5256 with any questions regarding this public meeting for the US 281 EIS.

Sincerely,

Terry M. Brechtel
Executive Director

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US 281 EIS
Mailing List for Public Official Invite Letters 3-29-10

Type	Title	Salutation	First Name	Last Name	Suffix	Position	Department	Bus/Org	Address	City	State	Zip
Federal	The Honorable	Congressman	Charles	Gonzalez		Congressman	District 20	U.S. House of Representatives	727 E. Durango, B-124 Federal Bldg	San Antonio	TX	78206
Federal	The Honorable	Congressman	Lamar	Smith		Congressman	District 21	U.S. House of Representatives	1100 NE Loop 410, Ste. 640	San Antonio	TX	78209
Federal	The Honorable	Congressman	Ciro	Rodriguez		Congressman	District 23	U.S. House of Representatives	1950 S.W. Military Dr	San Antonio	TX	78221
Federal	The Honorable	Congressman	Henry	Cuellar		Congressman	District 28	U.S. House of Representatives	615 E. Houston Street, Suite 451	San Antonio	TX	78205
Federal	The Honorable	Senator	John	Cornyn		Senator		U.S. Senate	600 Navarro, Ste. 210	San Antonio	TX	78205
Federal	The Honorable	Senator	Kay Bailey	Hutchison		Senator		U.S. Senate	145 Duncan Dr, Ste. 120	San Antonio	TX	78226
State	The Honorable	Governor	Rick	Perry		Governor		State of Texas	P.O. Box 12428	Austin	TX	78711-2428
State	The Honorable	Lieutenant Governor	David	Dewhurst		Lieutenant Governor		State of Texas	P. O. Box 12068, Capitol Station	Austin	TX	78711
State	The Honorable	Representative	Joe	Pickett		Chair	House Committee on Transportation	Texas House of Representatives	P.O. Box 2910	Austin	TX	78768
State	The Honorable	Representative	Doug	Miller		Representative	District 073	Texas House of Representatives	387 W. Mill Street	New Braunfels	TX	78130
State	The Honorable	Representative	Trey	Martinez Fischer		Representative	District 116	Texas House of Representatives	1910 Fredericksburg Road	San Antonio	TX	78201
State	The Honorable	Representative	David McQuade	Liebowitz		Representative	District 117	Texas House of Representatives	9107 Marbach Rd, Ste. 111	San Antonio	TX	78245
State	The Honorable	Representative	Joe	Farias		Representative	District 118	Texas House of Representatives	660 Southwest Military Dr	San Antonio	TX	78221
State	The Honorable	Representative	Roland	Gutierrez		Representative	District 119	Texas House of Representatives	3319 Sidney Brooks	San Antonio	TX	78235
State	The Honorable	Representative	Ruth	McClendon		Representative	District 120	Texas House of Representatives	403 S.W. W White Road, Suite 210	San Antonio	TX	78219
State	The Honorable	Representative	Frank	Corte	Jr.	Representative	District 122	Texas House of Representatives	2040 Babcock Rd, Ste. 402	San Antonio	TX	78229
State	The Honorable	Representative	Michael	Villarreal		Representative	District 123	Texas House of Representatives	1114 S. St. Mary's, Suite 110	San Antonio	TX	78210
State	The Honorable	Representative	Jose	Menendez		Representative	District 124	Texas House of Representatives	7121 US Hwy 90 West, Ste. 240	San Antonio	TX	78227
State	The Honorable	Representative	Joaquin	Castro		Representative	District 125	Texas House of Representatives	6502 Bandera, Ste. 106	San Antonio	TX	78238
State	The Honorable	Speaker	Joe	Straus		Speaker of the House	District 121	Texas House of Representatives	7373 Broadway 202-A	San Antonio	TX	78209
State	The Honorable	Senator	John	Carona		Chairman	Senate Committee on Transportation and Homeland Security	Texas Senate	P. O. Box 12068, Capitol Station	Austin	TX	78711
State	The Honorable	Senator	Carlos	Uresti		Senator	District 19	Texas Senate	2530 SW Military Dr, Ste. 103	San Antonio	TX	78224
State	The Honorable	Senator	Judith	Zaffirini		Senator	District 21	Texas Senate	12702 Toepperwein Rd., #214	San Antonio	TX	78233
State	The Honorable	Senator	Jeff	Wentworth		Senator	District 25	Texas Senate	1250 NE Loop 410, Ste. 925	San Antonio	TX	78209
State	The Honorable	Senator	Leticia	Van de Putte		Senator	District 26	Texas Senate	700 N. St. Mary's St, Ste. 1725	San Antonio	TX	78205
State	Mr.	Mr.	David	Casteel	P.E.	Assistant Executive Director	District Operations	Texas Department of Transportation	125 East 11th Street	Austin	TX	78701
State	Mr.	Mr.	Phillip	Russell	P.E.	Assistant Executive Director	Innovative Project Development	Texas Department of Transportation	125 East 11th Street	Austin	TX	78701
State	Mrs.	Mrs.	Julia	Brown	P.E.	Deputy District Engineer	San Antonio District	Texas Department of Transportation	PO Box 29928	San Antonio	TX	78229
State	Mr.	Mr.	Amadeo	Saenz	P.E.	Executive Director		Texas Department of Transportation	125 East 11th Street	Austin	TX	78701
State	Mr.	Mr.	Mario	Medina	P.E.	District Engineer	San Antonio District	Texas Department of Transportation	PO Box 29928	San Antonio	TX	78229
State	Ms.	Ms.	Deirdre	Delisi		Chairwoman		Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
State	Mr.	Mr.	Ned	Holmes		Commissioner		Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
State	Mr.	Mr.	Ted	Houghton		Commissioner		Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
State	Mr.	Mr.	William	Meadows		Commissioner		Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
State	Mr.	Mr.	Fred	Underwood		Commissioner		Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
Regional	The Honorable	Director	Carol	Patterson		Board Member	District 1	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	The Honorable	Director	Byron	Miller		Board Member	District 2	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	The Honorable	Director	George	Rice		Board Member	District 3	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	The Honorable	Director	Benjamin	Youngblood		Board Member	District 4	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	The Honorable	Director	Ron	Ellis		Board Member	District 5	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	The Honorable	Director	Susan	Hughes		Board Member	District 6	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	The Honorable	Director	Enrique	Valdivia		Board Member	District 7	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	The Honorable	Director	John	Lovett		Board Member	District 8	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	The Honorable	Director	Martin	Allen		Board Member	District 9	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Regional	Mr.	Mr.	Isidro	Martinez		Director		San Antonio Bexar County Metropolitan Planning Organization	825 South St. Mary's Street	San Antonio	TX	78205
County	The Honorable	Commissioner	Sergio "Chico"	Rodriguez		Commissioner	Precinct 1	Bexar County	100 Dolorosa, Ste. 1.20	San Antonio	TX	78205
County	The Honorable	Commissioner	Paul	Elizondo		Commissioner	Precinct 2	Bexar County	100 Dolorosa, Ste. 1.20	San Antonio	TX	78205
County	The Honorable	Commissioner	Kevin	Wolff		Commissioner	Precinct 3	Bexar County	100 Dolorosa, Ste. 1.20	San Antonio	TX	78205
County	The Honorable	Commissioner	Tommy	Adkisson		Commissioner	Precinct 4	Bexar County	100 Dolorosa, Ste. 1.20	San Antonio	TX	78205
County	The Honorable	Judge	Nelson W.	Wolff		County Judge		Bexar County	100 Dolorosa, Ste. 1.20	San Antonio	TX	78205
County	Mr.	Mr.	Joe A.	Aceves		County Engineer	Infrastructure Services	Bexar County	233 N. Pecos, Suite 420	San Antonio	TX	78207
County	Mr.	Mr.	Seth	Mitchell		Chief of Staff		Bexar County Judge's Office	100 Dolorosa	San Antonio	TX	78205
County	The Honorable	Commissioner	Jay	Millikin		Commissioner	Precinct 2	Comal County	199 Main Plaza	New Braunfels	TX	78130
County	The Honorable	Judge	Danny	Scheel		County Judge		Comal County	199 Main Plaza	New Braunfels	TX	78130
County	The Honorable	Commissioner	Donna	Eccleston		Commissioner	Pct. 1	Comal County	199 Main Plaza	New Braunfels	TX	78130
County	The Honorable	Commissioner	Gregory	Parker		Commissioner	Pct. 3	Comal County	199 Main Plaza	New Braunfels	TX	78130
County	The Honorable	Commissioner	Jan	Kennady		Commissioner	Pct. 4	Comal County	199 Main Plaza	New Braunfels	TX	78130
County	Mr.	Mr.	Tom	Hornseth	P.E.	County Engineer		Comal County				
County	The Honorable	Chairman	Henry	Muñoz III		Chairman		VIA Board of Trustees	P.O. Box 12489 800 W. Myrtle	San Antonio	TX	78212
City	Mr.	Mr.	John	Hobson		City Administrator		City of Bulverde	30360 Cougar Bnd.	Bulverde	TX	78163
City	Ms.	Ms.	Tiffany	Littlepage		City Secretary		City of Bulverde	30360 Cougar Bnd.	Bulverde	TX	78163
City	The Honorable	Councilman	Kirk W.	Harrison		Councilman		City of Bulverde	30360 Cougar Bnd.	Bulverde	TX	78163
City	The Honorable	Councilman	Robert W.	Hurst		Councilman		City of Bulverde	30360 Cougar Bnd.	Bulverde	TX	78163
City	The Honorable	Councilman	Shane	Reynolds		Councilman		City of Bulverde	30360 Cougar Bnd.	Bulverde	TX	78163
City	The Honorable	Councilwoman	Dannette	Mitchell		Councilwoman		City of Bulverde	30360 Cougar Bnd.	Bulverde	TX	78163
City	Mr.	Mr.	John	Nowak		Director	Public Works	City of Bulverde	30360 Cougar Bnd.	Bulverde	TX	78163
City	The Honorable	Mayor	Ray	Jeffrey		Mayor		City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
City	The Honorable	Mayor Pro Tem	Pamela	Cole		Mayor Pro Tem		City of Bulverde	30360 Cougar Bnd.	Bulverde	TX	78163
City	Mr.	Mr.	Frank	Morales		City Administrator		City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
City	The Honorable	Council Member	Gabriel	Durand-Hollis		Council Member	Place 2	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232

US 281 EIS
Mailing List for Public Official Invite Letters 3-29-10

Type	Title	Salutation	First Name	Last Name	Suffix	Position	Department	Bus/Org	Address	City	State	Zip
City	The Honorable	Council Member	Elizabeth	Worley		Council Member	Place 3	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
City	The Honorable	Council Member	George R. "Rick"	Evans		Council Member	Place 4	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
City	The Honorable	Council Member	Margaret	Mayberry		Council Member	Place 5	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
City	Mr.	Mr.	Jeff	Simmons		Director of Public Works		City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
City	The Honorable	Mayor	Kirk W.	Francis		Mayor		City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
City	The Honorable	Mayor Pro-Tem	Carl A.	Register		Mayor Pro-Tem	Place 1	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
City	Mr.	Mr.	Lanny	Lambert		City Manager		City of Leon Valley	6400 El Verde Road	Leon Valley	TX	78238
City	The Honorable	Mayor	Chris	Riley		Mayor		City of Leon Valley	6400 El Verde Road	Leon Valley	TX	78238
City	Ms.	Ms.	Leticia M	Vacek		City Clerk		City of San Antonio	P.O. Box 839966	San Antonio	TX	78238
City	Ms.	Ms.	Sheryl L.	Sculley		City Manager		City of San Antonio	P.O. Box 839966	San Antonio	TX	78238
City	The Honorable	Council Member	Mary Alice P.	Cisneros		Council Member	District 01	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	Ivy R.	Taylor		Council Member	District 02	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	Jennifer V.	Ramos		Council Member	District 03	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	Philip A.	Cortez		Council Member	District 04	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	David	Medina	Jr.	Council Member	District 05	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	Ray	Lopez		Council Member	District 06	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	Justin	Rodriguez		Council Member	District 07	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	W. Reed	Williams		Council Member	District 08	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	Elisa	Chan		Council Member	District 09	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	The Honorable	Council Member	John G.	Clamp		Council Member	District 10	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	Mr.	Mr.	Majed A.	Al-Ghafry		Director of Public Works		City of San Antonio	P.O. Box 839966	San Antonio	TX	78238
City	The Honorable	Mayor	Julian	Castro		Mayor		City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
City	Mr.	Mr.	Kenneth	Roberts		City Administrator		City of Selma	9375 Corporate Dr	Selma	TX	78154
City	The Honorable	Councilman	Bill	Weeper		Councilman		City of Selma	9375 Corporate Dr	Selma	TX	78154
City	The Honorable	Mayor	Jim	Parma		Mayor		City of Selma	9375 Corporate Dr	Selma	TX	78154
City	Ms.	Ms.	Janice	Alamia		City Secretary		Town of Hollywood Park	2 Mecca Dr.	Hollywood Park	TX	78232
City	The Honorable	Council Member	Gary	Miller		Council Member	Place 1	Town of Hollywood Park	2 Mecca Dr.	Hollywood Park	TX	78232
City	The Honorable	Council Member	Ellen	Alkire		Council Member	Place 2	Town of Hollywood Park	2 Mecca Dr.	Hollywood Park	TX	78232
City	The Honorable	Council Member	Tim	McCallum		Council Member	Place 3	Town of Hollywood Park	2 Mecca Dr.	Hollywood Park	TX	78232
City	The Honorable	Council Member	Steve	Treu		Council Member	Place 4	Town of Hollywood Park	2 Mecca Dr.	Hollywood Park	TX	78232
City	The Honorable	Council Member	Bob	Sartor		Council Member	Place 5	Town of Hollywood Park	2 Mecca Dr.	Hollywood Park	TX	78232
City	Mr.	Mr.	Jimmy	Arroyo		Director of Public Works		Town of Hollywood Park	2 Mecca Dr.	Hollywood Park	TX	78232
City	The Honorable	Mayor	Richard	McIveen		Mayor		Town of Hollywood Park	2 Mecca Dr.	Hollywood Park	TX	78232
Org	Mr.	Mr.	Lou	Miller		President		African American Chamber of Commerce of San Antonio	1717 N. Loop 1604 East, Ste. 220	San Antonio	TX	78232
Org	Ms.	Ms.	Gwendolyn	Robinson		Executive Director		Alamo City Black Chamber of Commerce	600 Hemisfair Plaza Way, Bldg 406-10	San Antonio	TX	78205
Org	Mr.	Mr.	Kevin	Bain		President		Christian Business Chamber of Commerce	P.O. Box 701073	San Antonio	TX	78270
Org	Ms.	Ms.	Jennifer	Scroggins		Chair		San Antonio Women's Chamber of Commerce	600 Hemisfair Plaza Way, Bldg 217	San Antonio	TX	78205
Org	Mr.	Mr.	Duane	Wilson		President/ CEO		North San Antonio Chamber of Commerce	12930 Country Parkway	San Antonio	TX	78216
Org	Mr.	Mr.	Ramiro	Cavazos		President		San Antonio Hispanic Chamber of Commerce	318 W. Houston St., Suite 300	San Antonio	TX	78205
Org	Mr.	Mr.	Victor	Boyer		Executive Director		San Antonio Mobility Coalition	13526 George Road, Suite 107	San Antonio	TX	78230
Org	Mr.	Mr.	Richard	Perez		President		The Greater San Antonio Chamber of Commerce	602 E. Commerce	San Antonio	TX	78205
Institution	The Honorable	Board Member	Letti	Bresnahan		Board Member		North East ISD	8961 Tesoro Drive, Suite 602	San Antonio	TX	78217
Institution	The Honorable	Board Member	Randy	Bristow		Board Member		North East ISD	8961 Tesoro Drive, Suite 602	San Antonio	TX	78217
Institution	The Honorable	Board Member	Susan	Galindo		Board Member		North East ISD	8961 Tesoro Drive, Suite 602	San Antonio	TX	78217
Institution	The Honorable	Board Member	Sandy	Hughey		Board Member		North East ISD	8961 Tesoro Drive, Suite 602	San Antonio	TX	78217
Institution	The Honorable	Board Member	Brigitte	Perkins		Board Member		North East ISD	8961 Tesoro Drive, Suite 602	San Antonio	TX	78217
Institution	The Honorable	Board Member	Beth	Plummer		Board Member		North East ISD	8961 Tesoro Drive, Suite 602	San Antonio	TX	78217
Institution	The Honorable	Board Member	Ed	White		Board Member		North East ISD	8961 Tesoro Drive, Suite 602	San Antonio	TX	78217
Institution	Dr.	Dr.	Richard	Middleton		Superintendent		North East ISD	8961 Tesoro Drive, Suite 602	San Antonio	TX	78217
City	Mr.	Mr.	Keith T.	Parker		President/Chief Executive Officer		VIA Metropolitan Transit	800 West Myrtle	San Antonio	TX	78212

Request for Coverage

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Contact:

Alamo RMA Community Relations
210.495.5256 info@AlamoRMA.org

FOR IMMEDIATE RELEASE

April 28, 2010

Request for Coverage Alamo RMA to host 3rd Public Meeting on US 281 EIS

BACKGROUND: The Alamo RMA will host a public meeting on the US 281 Environmental Impact Statement. The meeting will begin with an open house and break into the presentation, followed by group work sessions where the community can engage in conversations about the proposed improvements for the US 281 North corridor outside of Loop 1604. Everyone from the community is encouraged to attend this public meeting and to give their input on the future of the corridor.

WHAT: Public Meeting on the US 281 Environmental Impact Statement

WHEN: **Thursday, April 29, 2010**
Summit Christian Center
2575 Marshall Road - San Antonio, Texas 78259

Doors open at 5:30 p.m. and the open house portion lasts until 7:00 p.m. The actual presentation begins at 7:00 p.m. and the small group work sessions will begin at 7:30 p.m.

MORE: Alamo RMA staff is available for interviews prior to the meeting and will be on hand at the event for any interviews starting at 4:30 p.m. the day of the event.

Graphic files showing the proposed improvements are available upon request on CD and more information is available online at www.411on281.com/US281EIS

About the Alamo Regional Mobility Authority

Overseen by a seven-member Board of Directors, the Alamo RMA includes a professional staff and consultant team that are committed to finding ways to empower our local community to take charge of our transportation future. The purpose of the Alamo RMA is to provide Bexar County with opportunities to accelerate needed transportation projects - through the direction of a local board making local choices about local mobility needs - that enhance the quality of life and economic growth for all residents in our region

###

A Request for Coverage was sent multiple times during April 2010 to the following Media Outlets

Television	Military Publications
KSAT TV 12 (ABC)	Brooks Discovery
KENS TV 5 (CBS)	Fort Sam Houston Newsleader
KABB TV 29 (Fox)	Lackland Tailspinner
KLRN TV 9 (PBS)	Randolph Wingspread
WOAI TV 4 (NBC)	Social Publications
KWEX TV 41 (Univision)	Citipages
KVDA TV 60 (Telemundo)	Scene in SA
KMYS TV 35 (MYTV/KRRT)	San Antonio Magazine
Print	San Antonio Woman
San Antonio Express-News	San Antonio News Bureau
Weeklies/Monthlies	Associated Press
Bulverde Community News	AM Radio Stations
Daily Commercial Recorder	KTSA-AM 550
Hill Country Times	WOAI-AM 1200
North Central News	KLUP-AM 930
Northeast Herald	FM Radio Stations
North San Antonio Times	KAJA-97.3
Northwest Weekly	KCYY-100.3
Northside Recorder	KONO-101.1
Nside San Antonio Magazine	KQXT-101.9
San Antonio Business Journal	KSTX-89.1 (NPR)
San Antonio Current (AAN)	KSYM-90.1
San Antonio Lightning News	KXXM-96.1
Southside Reporter	KZEP-104.5
Welcome Home	KRTU-91.7
210 SA	KBBT-98.5
Spanish Language Publications	KPWT-106.7
Cancha	KISS-99.5
Conexion	KPAC-88.3 (TPR)
El Continental	KTFM-94.1
La Prensa	KJXY-102.7
Rumbo de San Antonio	Internet
College and University	www.mysanantonio.com
OLLU-The Lake Front	Social Media
SAC-The Ranger	FaceBook
St. Mary's-The Rattler	Socializer
Trinity-The Trinitonian	Twitter
UIW-The Logos	
UTSA-Paisano	

Media Kit

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Contents of Media Kit

- (1) Request for Coverage (available on **Appendix A**)
- (2) Newsletter (available on **Appendix A**)
- (3) Meeting Handouts (available on **Appendix C**)
- (4) Slide Presentations (available on **Appendix C**)
- (4) Exhibits (available on **Appendix C**)

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APPENDIX B

Sign-In Sheets

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Thursday, April 29, 2010 5:30-9:00 p.m.

Summit Christian Center · 2575 Marshall Road · San Antonio, TX 78259

ELECTED OFFICIALS

[illegible]

Thursday, April 29, 2010 5:30-9:00 p.m.

Summit Christian Center · 2575 Marshall Road · San Antonio, TX 78259

MEDIA

[illegible]

281 EIS



US 281 EIS SCOPING PUBLIC MEETING #3

Thursday, April 29, 2010 5:30-9:00 p.m.

Summit Christian Center · 2575 Marshall Road · San Antonio, TX 78259

Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
Kristen ^{+ Mary} Edel Palm		20927 Cactus Loop	78258	palmex@aol.com	210- 587 890-8528	✓
VICKI CRNICH	TXDOT	602 W. CROSLIN AUSTIN	78752		512 416-3029	✓
Elind Garcia		ENCINO PARK	78259		210-218-9172	✓
Karon Dooley		Encino Park	78259		210/4973119	✓
Eric Anderson		Beaver Creek	78258			
Henry W. W. H.		510 W. E. Green	78070		(210) 725-5290	✓
Liesa Windlow		999 E BASSE 180-419 SA TX	78209		210 6850618	✓
Lloyd Byler		SA TX	"		" "	✓
RON GRIEGO		24538 Luccas Hill	78260			✓

US 281 EIS SCOPING PUBLIC MEETING #3

Thursday, April 29, 2010 5:30-9:00 p.m.

Summit Christian Center · 2575 Marshall Road · San Antonio, TX 78259

Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
Tim Reed	RMA					
Sarah Weber		1072 Riata Pass	78070	Sweber@adams environmental.com		✓
Jessica Ham		Tower Terrace	78259	j1ham@sattx.net		
Brian Purcell						
Curtis Murry		CLIFF 3506 ASHLAND	78261	CMURRY@CLEAR.NET		
MicHELLE MURRY		3506 ASHLAND CLIFF	78261			
Tim CASEY	District 9	CROSS PRAIRIE	78250			
Edward Kreiner		3114 Split Rock Circle Bulverde	78163	Kreiner@ec@yahoo.com		
Nancy Jimenez	homenew	1522 Spanish Oaks, 78213	13	surveys@chohmail.com	340-1265	
John Murphy		18 Encinosa SA, TX	78261			✓

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US 281 EIS SCOPING PUBLIC MEETING #3

Thursday, April 29, 2010 5:30-9:00 p.m.

Summit Christian Center · 2575 Marshall Road · San Antonio, TX 78259

Name PLEASE PRINT					Phone	Don't publish info (v)
	Organization	Street	Zip	E-Mail		
Demi Xipas		2731 Trinity Fls	78264		570 807-8669	
Jaime Aguilar		26120 Phillips Pl.	78260	jahorns95@yahoo.com		
S. Diwa			78261			
Jason Easterling		Glenbrook way	78261			
Mary Ann Morris		19903 Encino Grove	78259			
Deborah M. Wall		914wood crown	78248		481-2848	
Cristin Hines	STURF SA Toll P ty	10515 Auldine	78230	cristinwh@gmail.com		
John Hines						
John Greene		61 Latsalena	78261			
Tom Apicella		23432 BENNER CREEK	78258	APICELLAT@GMAIL.COM		

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
Tami Roll	ENCINO PARK HOA /CAC	19935 GLENDA BRINE	78259	tutroll@scull.net	210-497-2334	
Kathleen Poove			78232			
Mr & Mrs Charles	Tuscan Oaks HOA	26315 Tuscan Cove	78261	CAFRUSH@YAHOO.COM	830-438-6916	
Nicholas Bamba	Mountain Lodge		78258			
David Gatlin Joann Gatlin	Bulverde Village	25111 Catalan Cliff	78261	Azraela Bhotmal.com	210-788 9400	
JIM LAMBERTH	SELF EMPLOYED	12420 STUART	78263	MRTIM@FLASH.NET	210 635-8010	
Lou Lambirth	" "	"	"	Loupe@Flash.net	"	
Jose Colunga			78260	Cuervo5641@gmail.com	210-683-3240	
BOB ALLEN						
		26707 SAGITARIUS	78260			

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
SEAN NOONER		2511 Winding Vw	78258	SEAN@TARPLEYINC.COM		✓
ENRIQUE VALDIVIA	AGUA	530 Donaldson	78201	enrique@lawyer.com		
BRAD PEEL	HNTB	15626 Dove Meadow	78248	bpeel@hntb.com		
Cynthia Coss	HNTB	85 NE Loop 410 #324	78216	ccoss@hntb.com		
Vic Boyer	SAMG	10334 Granite Star San Ant	78254	vboyer@samscoinc.org		
Louella Schietinger	HNTB	1158 Vance Jackson	78230	lschietinger@hntb.com		
Adam Ellis	LAN	1022 Iron Mesa	78260	amunkes@yahoo.com		
CHRIS BAILIFF		3510 SUMANTRA CLIFF	78261	chris_aggie4life@hotmail		✓
DOUG DOOLEY		19915 ENCINO BRINE	78259	doug.dooley@sattx.rr.com		✓

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Name PLEASE PRINT					Phone	Don't publish info (v)
	Organization	Street	Zip	E-Mail		
Hilda Espinoza		mesawalk	78258			✓
SAM Espinoza		mesawalk	78258			
R J Hoover		Edison Hills Tr	78070		830 8225211	
M B Hyden		Redhorse Pass	78247		210 494 0966	✓
Bid Ogden		Bulverde			CELL 210 602-1208	
Calli Micaletti		5222 Hawk Eye	78163		830 980-7747	
JERRY STEADMAN			78248			
		2442 SPRING BAYVIEW FIRETOWER PARK	7807		830 885-7239	
Larry Spence		24202 Middle Fork San Antonio	78258			✓
Tim Fowlton		2603 Altamira San Antonio	78259		210 481 2586	✓
HOWARD GOINGS		311 MOUNTAIN SPRINGS	78260		830 438 3944	

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	Organization	Street	Zip	E-Mail		
JAY & LORIE FISHER		24215 BERRY CLAW	78258	jfisher@comcast.net	(830) 980-4804	
Carolyn & Vernon Michalek		2006 Leidy Trail	78232	vmichalek@sattx.net	(210) 494-5804	
Marlene Lindvall		2285 Estate View	78260			
CLEO & BERTHA JONES		25922 LAUREL PASS		bertha.cleo@gvtc.com		
Dave & Barbara Hiffmann		21931 Ruby Run	78259			
ROBT MILLER		21923 DOLOMITES				
Sheryl Moss		Mountain Cove	78258	slmoss29@yahoo.com	830-438-2080	
Jason Salinas	CASA Dist 9	16500 San Pedro Ste 290, SAT 78232		jason.salinas@sanantonio.gov	210-0955	
THE GARCES		3524 Running Stgs San Antonio, TX	78261			✓
NOTASHA SMALLS		25615 Weigla San Antonio TX	78261	snatasha1@hotmail.com	803 338 5571	✓

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
SARAH FRESE		26315 TUSCAN MEADOW	78261	SARAH@SARAHFRESE	830-438-8706	✓
WINCY CHENEY		Hwy 281 / BLANCO ST	78606	WINCYCHENEY@gmail.com	830 833 2062	✓
DICK BARHAM		2051 ENCINO VISTA	78259	DBARHAM@SBCGLOBAL.NET		✓
George Balvick		622 Whispering Oaks	78070		830-885-5686	✓
Larry Shumway		113 Camel Crest	78163	LutzLway@aol.com	830-438-6183	✓
Terry Shumway		113 Camel Crest	78163		830-438-6183	✓
Shirley Seaming		30260 Bridlegate	78163			✓
Kathy Ritchie		12438 ALEXANDRIA	78233	tomkatritche	210-219-0040	✓
Tim Smith	Baker	17728 Box Canyon	78681	tjsmith@mbakercorp.com		✓
Matt Burkley	Baker	1328 Myrtle	78613	mburkley@mbakercorp.com	512-574-2313	

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	Organization	Street	Zip	E-Mail		
Tammy Dines	self	20614 Stone Oak SA, TX PKWY H1224	78258	~1A	210-338-5887	✓
Fanny Seyden	self	26110 Lookout S.A. TX DAKES 78260		sdn.lylff@hotmail.com		
Tony Constanzo	Self	25390 W. Hwy 281	78258	Tony@GVTC.COM	830 988 451	✓
Tessye Maurer	self	17555 Hy. 46W.				
Michael L. Maurer, Sr.	self	16129 Hy. 46W.		stgedtex@gvrtc.com		
MARVIN C. CARR	SELF	2103 Mountain Mist SA, TX 78258-4913		MARVIN.CARR@ AMEDD.ARMY.MIL	830 438 5236	✓
Babbie Migl	Self					
TJ Costello	Austin San Antonio Corridor Council	PO Box 1618 San Marcos TX 78667		TJ@TheCorridor.org	512 558 7363	
David Peralta	self	24031 Buckhorn Pass		dperalta@att/migil.com	713-550-4433	✓
DAVID BASILE	PB Americas	18606 Redrock Woods	78259	basile# @pbworld.com	210-219-3496	✓

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
J.M. Gonzalez	Citizen	15723 Ashley Manor	78247	jgonzalez13@satx.rr.com	(210) 392-6833	✓
H. Brantly	City	13 McFreddy	78261		830 438 8038	—
Pauline Frerish MONROE FRERISH	SPRING BRANCH	461 STEALTH	78070		830 438 8338	✓
RON SCHUMACHER	CITIZEN	1138 VICTORIA LANE	78070	RON2SA@YAHOO.COM	830-85-7445	✓
PAT Verette	CITIZEN	310 Lazy Diamond Canyon Lake Tr	78133		710 834-0423	✓
Rain Nox	Baker					
ANDREW TUCKER	CITIZEN	27306 SPIRAL CANYON	78261	atucker@gvtc.com	830-986-5651	✓
ALFRED HANAL	CITIZEN	21538 PEARL SPRING	78258	NONK	210-481-9895	
Alinda "	"	"	"	"	" "	
Sergio Martinez	"	5811 Providence	78244	—	—	

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
Jorge & Marilyn Garcia		22123 Impala Peak	78259	mgarcia1x@netscape.net		✓
Mike & Beverly Uhl		3634 Crimson Star	78261	MUHL@GUTC.com		✓
Todd Piland		106 MORSE SA 782	78209			
DAVID C BOLSEN		3426 GREEN SPRINGS SAN ANTONIO TX	78247	safety lock 99-281 @yahoo.com		
RICHARD LOPEZ		6164 CIRCLE OAK DR BULVERDE, TX	78163			
RANDY WILKINS		6202 SEINFELD A HOUSTON, TX	77069	JRWILKINS@SBGLGLOBAL.net		-
Mary Wintermoud		3719 Rustling Oaks SA 78259	78259	mlwint@aatt.net		
Amy Troy Everling		31302 Encino Commons Apt 204 78259	78259	Amy Pretty2@hotmail.com		✓
Troy Everling		"	"			✓
WARREN WAGNER			78210			✓

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
GENE ZIMMERMAN	Retired	1807 Lookout Forest	78260	genesze@me.com	830-438-6695	
Dan Dodge	LOCKAWAY STORAGE	14702 O'CONNOR	78247	dondijr@gmail.com	210-599-2015	✓
Oscar Torres		2526 Silverton	78261	Oscarish4@yahoo.com	210-995-7625	
Justin Ham	FHWA	300 E. 8th str	78701	justin.ham@dot.gov	512-536-5959	
Debra Klabuhn		19930 Encino Moss	78259	dnklabuhn@yahoo.com	210-481-0632	✓
Lynlie Wallace	Lyle Larson for state rep.	P.O. BOX 171148	78217	lynlie@lylelarson.org	414-3636	
David Maxwell	home owner	24 Harbison, SA TX	78261	madmax4all@GUTS.com	830 980-5205	
Roger Hall	TURF	28204			210-275-0640	✓
KWAKU OBENG	TTI	howe oak Runy	78258	k-obeng@tamv.edu		
RUSSEN SEGUITIN		4340 LAURIE MELCHIS	78261		830-438-5281	✓

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
LESTER PALISER		26215 LAME BEAVER	78260	stug3g@att.net	281 481 2679	✓
HARRY Lewis LETA LEWIS		2390 Casey Rd.	78163	letalew@gutc.com	830-822-4638	✓
Tim L Smith				timothy1smith@gutc.com	830-980-6468	✓
DEIRDRA JONES		26907 BLUEWATER WAY	78260		(818) 232-8051	
Donna May		2671 Hilline Dr.	78163	donna.m.m@gutc.com	830 438-8062	
Elias Kalifa		25228 Wrentham Way	78260	ekalifa@aol.com	830-438-6184	✓
Sam Dibrell	Bexar-Bulverde VFD	23103 Bulverde	78258	chief@bbrfd.net	830-480-4733	✓
Reggie Howard		25605 North	78259			
BOB TERRILL		21414 ENKINO CALERA	78259	TERRHHT2000@yahoo.com	210-481-3674	✓
SCOTT MERZ		2001 TEXAS DRKS	78070		830-228 5460	✓

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
JAVIER VILLAFANA	VMDG & ASSOCIATES, LLC	24030 Buckthorn 78261	78261	jvillafana73@yahoo.com		
Dwain Johnson		27038 Trinity Point	78261	johnson.dwain@hotmail.com		
Sherri Johnson		27038 Trinity Pt	78261	sherriajohnson@hotmail.com		
Tracie Stallings		25011 Ashe Juniper	78261	jstallingsf@gtc.com	830-438-6302	
Bo and Raquel Chappelle		2718 Summit View	78261	rchap681@juno.com	830-438-2451	
Patrick JACKSON		81 Sendero Verde	78261			
ERNESTINE OWINGS		13798 FM 471	78253		210-688-3573	
THERESA CLAXTON	FWA	300 E. 8 th ST.	78701			
DENNIS THOMSON		8633 DATA POINT DR	78229	DTHo675447@aol.com	210-614-6969	
David Klabuhn		19930 Encino Moss	78259	woodenkayakguy@yahoo.com	210-481-0632	

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
Bernadette Beck		3106 Sable Crk	78259	atcbeck@gmail.com	210 481 9697	✓
DON CARNES		5063 Hawk Eye	78163	dcarnes@satx.rr.com	210-325-6161	
Gwen Guez		13017 Summer	78070		210-216-2489	✓
Joe York	Aquatic Commercial Solution	Just off Borger Road 281		Joe@acstx.com	830-438-8919	
PAT MARRON		1030 AGARITA DR. FISCHER TX	78623	HILLCAHL@GUTC.COM		
Virginia O'Kongler		4026 Fossil Creek			481-0956	
Judd Wynnman	JACOBS	275 Bee Cave Rd Austin, TX 78746				
Barb Renda		2314 Estate Gate Sandat 78260				
Jerry V. Maye	Lockaway	20142 Encino Lane	78259	lockaway Storage 281 @ Hot mail.com	885-8005	
JOHN WILSON		30848 Blueberry Ridge	78163	johnwilson@mac.com	830-438-4001	

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
STEVE VITEO	_____	47 La Escalera	78261	CAPTIVITEO@aol.com	830 980-8519	NO
Mae McLaughlin		26211 Lookout Hills	78260		210-262-0836	NO
George Salazar	_____	27230 Trinity Bend	78261			
Frances Salazar		27230 Trinity Bend	78261			N
STEVE HARPER		681 BRAND ROAD	78163	SHarper@Fourquater Ranch.com		N
MEL BOREL		703 TURTLE HILL	78260	MBOREL@SBCGLOBAL.NET	210- 403-3969	
Tim Clark		5505 TPC PRINCE	78241	tclark010@comcast.net	214-3958663	✓
PAT DOSSEY		202 BASSWOOD	78213			
Ted West	FHWA	Austin	78701			
Nicolas Thorpe		2530 Winding View	78260			✓

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Name PLEASE PRINT					Phone	Don't publish info (✓)
	Organization	Street	Zip	E-Mail		
Adana						
DORRIE MAGOTT		29711 Twin Creek	78163	DORRIE1@SATX-RL.COM	210 260-1994	
MARTIN R. KINGSBURY III		2327 ENCLINO PT	78259	KINGSBURYLETICIA@ATT.NET	210-481-2185	
CHARLES MCBRIDE	CAC					
Peter Bella	AACOS (CAC)					
Carlos TAYO		1648 Lookout Pass	78260		210-782-4770	
Bob TENNIS	COMM CO ESP#1	4201 281 N	78020		210 7242570	
Laura						
Frosty FORSTER	PEPP	19915 Wittenburg	78256	fforster@forsterengineering.com	(210) 698-5544	

Thursday, April 29, 2010 5:30-9:00 p.m.

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US 281 EIS SCOPING PUBLIC MEETING #3
 Thursday, April 29, 2010 5:30-9:00 p.m.
 Summit Christian Center · 2575 Marshall Road · San Antonio, TX 78259

STAFF

STAFF

Name PLEASE PRINT			Phone	Don't publish info (v)
	FIRM	E-Mail		
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Lindsay Liggett	Jacobs	lindsay.liggett@jacobs.com	512-314-3100	
JAMES KRATZ	JACOBS	James.Kratz@jacobs.com	512-314-3100	
Samuel Morales	Jimenez & A.			
Kristine Morales	Jimenez N Associate.			
Robb Fishman	Jacobs	Robb.Fishman@Jacobs.com	832-351-7234	
Alexandria Aleman	Jimenez A.			
Yvette Maunula	Kimmy	Yvemmaunula5@yahoo.com		

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STAFF

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Name PLEASE PRINT			Phone	Don't publish info (v)
	FIRM	E-Mail		
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Michael Sexton	JACOBS Eng	MICHAEL.SEXTON@JACOBS.COM	512-426-3628	
Tricia Bruck	Jacobs	tricia.bruck@jacobs.com	512-732-7547	
Krista McDermid	Zara	Krista@zaraenvironmental.com	512-757-7676	
Scott Erickson	MPO	erickson@santrngl.org	210 6902	
Jerry W. Reavis	TXDOT - ROW	jreavis@dot.state.tx.us	210-615-6234	
Sonia Jimenez	Ximenes & Associates			
Lori Ivy	Smith Associates			
Linda Ximenes	Ximenes & Associates			
Leigh-Ann Fabianke	Smith Associates			

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Name PLEASE PRINT			Phone	Don't publish info (v)
	FIRM	E-Mail		
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Larry Allen	JACOBS	Larry.Allen@jacobs.com	210-403-6350	
FERNANDO FLORES	JACOBS	fernando.flores@jacobs.com	210-403-6349	
JR MARTINEZ	JACOBS	Jesus.Martinez@jacobs.com	210-403-6336	
Tom Van Zandt	Hicks & Co			
Patsy Green	Koole Court Reporters		210 5589484	
David Elizondo	HNTB		541 1924	
Tam Brackel	Alamo RMA			
LISA Adelman	Alamo RMA			
Loraine Richards	Baker (Loop 404 EKS)			



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Name PLEASE PRINT			Phone	Don't publish info (v)
	FIRM	E-Mail		
Mariflora Jimenez	Ximenes + Associates			
Brett Altman	Jacobs			
Jeff Casbeer	Jacobs			
Andy Cooper	Jacobs			
Jesus Moulinet	Jacobs			
Allen Beyer	Jacobs			
John Kuhl	Hicks & Associates			
Pat Irwin	Alamo RMA 4			
Milo	Alamo RMA 3			
Dale	Alamo RMA 2			

Leroy Alloway Alamo RMA 1
 Michelle Martinez

APPENDIX C
Meeting Handouts, Slide Presentations, and
Exhibits

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Meeting Handouts

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MEETING AGENDA - PUBLIC MEETING #3

Summit Christian Center - Thursday, April 29, 2010 - 5:30 p.m. - 9:00 p.m.

WHAT WE HOPE TO ACCOMPLISH WITH THIS MEETING

- Inform interested individuals of the US 281 Environmental Impact Statement (EIS) process.
- Provide a forum where individuals may ask the US 281 EIS Team questions about various aspects of the US 281 EIS process.
- Inform individuals about the results of Level 2 and Level 3 alternatives evaluation methods and the reasonable alternatives recommended for detailed evaluation in the Draft EIS.
- Allow for small group discussions of the recommended reasonable alternatives.
- Gather feedback from the public regarding the alternatives evaluation process, methods, results and recommended reasonable alternatives.

5:30 PM **OPEN HOUSE**

7:00 PM **WELCOME AND INTRODUCTION TO THE PRESENTATION**

7:35 PM **SMALL GROUP WORK SESSIONS** (see other side for more information)

Instructions for the Small Group Exercise

Recommended Reasonable Build Alternatives

Alternative 1 – Overpass/Expansion Alternative

Alternative 2 - Expressway Alternative

Alternative 3 – Elevated Expressway Alternative

Questions for discussion in the small groups:

- (1) What do you like about this alternative?
- (2) What concerns you about this alternative?
- (3) How well do you think this alternative meets the need and purpose for improvements to US 281?
- (4) How do you think this alternative would, or would not, serve as a long-term solution for US 281?

8:35 PM **RECONVENE WHOLE GROUP**

Reports from Small Groups

Wrap up and Next Steps

9:00 PM **ADJOURN**

Please see the other side for a description of the small group process and additional information about how to comment on this meeting, the EIS process and the recommended reasonable alternatives.

STEPS FOR SMALL GROUP WORK

1. You have been randomly divided into groups of eight-to-ten participants as you signed in at registration. Each group will have a facilitator who will be responsible for keeping the group on task and assuring that everyone in the group has the opportunity to participate in the group discussion. Each group will also have a scribe who will be responsible for writing down the results of the group's discussion on a flip chart.
2. Each group will be asked to discuss the four questions on the first page of this agenda for each of the three recommended reasonable alternatives.
3. The groups will operate in a round robin fashion. Each group will spend about 20 minutes reviewing the alternative. You will be asked at the end of your discussion, after approximately 20 minutes, to move to the next group. The facilitator and scribe will remain where they are.
4. Once everyone has had the opportunity to discuss each of the three alternatives, the groups will reconvene as one large group and the facilitator of each group will make a brief report to the whole group on the highlights of their group's discussion

IN ORDER FOR THE SMALL GROUP WORK TO RUN SMOOTHLY WE ASK THAT PARTICIPANTS FOLLOW THESE GUIDELINES:

- Listen to understand.
- Speak one at a time.
- It's okay to have different opinions; please give everyone who wants to speak the opportunity to express his/her opinion.
- Please keep your comments concise and to the point.

PLEASE BE SURE TO COMPLETE AND SUBMIT A COMMENT CARD!

A court reporter is available if you would like to make verbal comments for the record in addition to the comment card.

All written comments received or postmarked by Monday, May 10, 2010, will be in the Public Meeting #3 official record and considered by the US 281 EIS team.

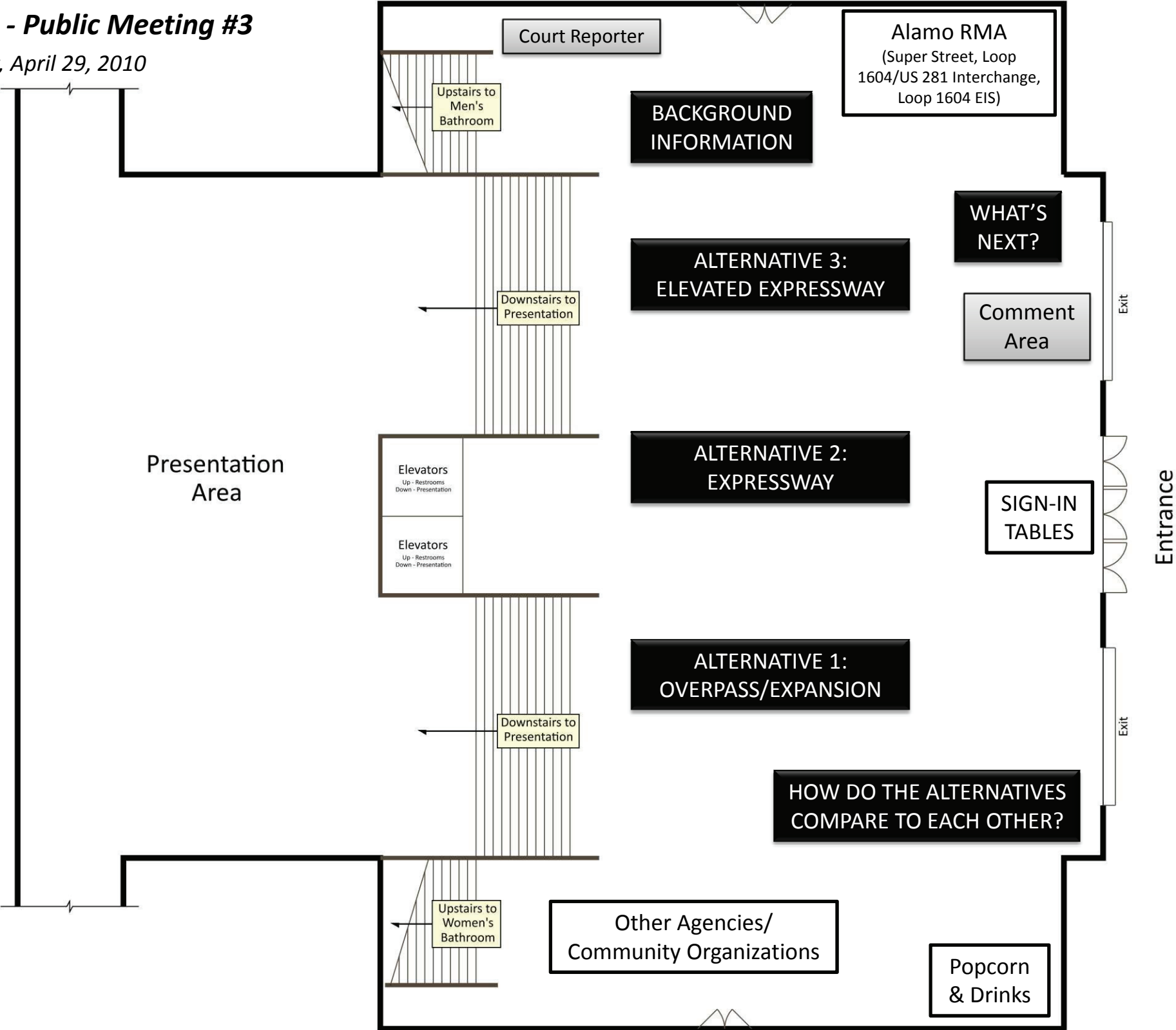
Written comments should be sent by US Mail to:

US 281 EIS Team
Alamo Regional Mobility Authority
1222 N. Main Avenue, Ste 1000
San Antonio, Texas 78212

You may also submit comments to the Alamo RMA by fax to 210-495-5403, e-mail at US281EIS@AlamoRMA.org or at www.411on281.com/US281EIS.

US 281 - Public Meeting #3

Thursday, April 29, 2010



Summit Christian Center

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about the **recommended reasonable alternatives** being considered for inclusion in the Draft Environmental Impact Statement (DEIS), our **overall public involvement efforts**, and **any other items** you would like us to be aware of as the EIS moves forward. Please note which alternative when recording your comments (i.e. No Build, Overpass/Expansion, Expressway, and Elevated Expressway.)

[illegible]

Email:

All written comments must be received or postmarked by Monday, May 10, 2010, to be part of the Public Meeting #3 official record and considered by the US 281 EIS Team. After tonight's meeting, written comments can be **e-mailed** to US281EIS@AlamoRMA.org, **faxed** to 210-495-5403 attention US 281 EIS Public Meeting #3, submitted through the **website** at www.411on281.com/US281EIS, or **mailed** to US 281 EIS Team, c/o Alamo RMA, 1222 N. Main Ste 1000, San Antonio, TX 78212.

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed in US 281 the project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	
Newspaper (which one?) _____	Radio (which station?) _____	
TV (which station?) _____	Email (from whom?) _____	
Other: _____		

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not		Somewhat		Liked Very
Like		Liked		Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not		Somewhat		Very
Helpful		Helpful		Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not		Somewhat		Liked Very
Like		Liked		Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

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